

Intimations.

WHAT TO DRINK!
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS
AND
CROWN SODA.

Before Tiffin.

CHAMPAGNE BITTERS
AND
SHERRY.

Before Dinner.

THE SAME.

At other times and at all times
Champagne Bitters and Whiskey is
good.Stick to this advice and you'll
never know you have a liver.WATKINS,
LIMITED.

Chemists and Aerated Water

Manufacturers.

Hongkong, 13th August, 1901.

[714c] Hongkong, 4th September, 1901. [974c]

THE
ROBINSON PIANOFORTE CO.,
LIMITED.

All the best known makes kept in Stock.

The Greatest Assortment of Musical Instru-
ments in the Far East.

Constant Shipments of all the Latest Music.

Hongkong, 2nd September, 1901.

[953c]

CLUB WHISKY.
\$12 PER DOZEN.F. O. S. WHISKY.
\$15 PER DOZEN.

The best value on the Market.

SOLE PROPRIETORS:

H. PRICE & CO.,

12, QUEEN'S ROAD.

Hongkong, 2nd September, 1901.

[952c]

SALE! SALE!! SALE!!!
MONDAY, Sept. 2nd and following days.REMNANTS, ODDMENTS AND SOILED
GOODS, MUST BE CLEARED.

GREAT BARGAINS, ENORMOUS REDUCTIONS

WILLIAM POWELL,
LIMITED.Ladies' and Children's Department:—
12 dozen Straw Hats, all Shapes 25 cents each.
25 " Children's White Cotton Socks and Hose 25 " pair.
10 " Sprays of Flowers 25 " spray.
12 " Ladies' and Children's White and White with Coloured
Stripe Hose from .30 " pair.
8 " pair Corsets, all Sizes
5 " Ladies' White Gauze and Merino Vests, Soiled Court Shoes, 51 pair.
GENTLEMEN'S Tan Cotton Half Hose, at 35 cents pair.
&c. &c. &c.The above mentioned goods are only a few of the wonderful Bargains to be presented
for sale during the first week in September.
[955c]

B. G. HECKFORD, Manager.

OLD MATURED
JOHN WALKER WHISKY,
FROM THE FAMOUS
KILMARNOCK DISTILLERY.
THE FAVOURITE WHISKY IN THE OLD COUNTRY.
ASK FOR IT!

Hongkong, 22nd July, 1901.

[776c]

Today's
Advertisements.

WANTED

AN Experienced CLERK for a GERMAN
FIRM.
Knowledge of GERMAN and ENGLISH
necessary; must also be conversant with GEN-
ERAL OFFICE WORK.
ENGAGEMENT to date from 1st JANUARY,
1902, or sooner.
Reply to
CHIFFRE X. Y.,
C/o This Office.
Hongkong, 4th September, 1901. [970c]

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
SATURDAY, the 7th September, at Noon,
at their Sales Rooms, Ice House Street,
10,670 lbs. BISCUITS (slightly damaged),
and
150 SMALL GALVANIZED IRON
BREAD TANKS.
TERMS:—As Usual.HUGHES & HOUGH,
Auctioneers.
Hongkong, 4th September, 1901. [972c]

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
FRIDAY, the 6th September, at 11 A.M.,
at their Sales Rooms, Ice House Street,
12 Cases QUART CHAMPAGNE, 16 Cases
PINT CHAMPAGNE, 3 Cases CONFECTION-
ARY, 1 Bale GUNNY BAGS, 150-Ton
PRESS, 2 RICKSHAS, 1 TIENSTIN CAR-
PET, SUNDRY HOUSEHOLD FURNI-
TURE, 2 COOKING STOVES, 2 PIANOS,
IRON SAFE, RUGS, SUNDRY GLASS-
WARE, CARVERS, 2 SEWING MA-
CHINES, PAINTS, SOAPS, &c., &c.
TERMS:—As Usual.HUGHES & HOUGH,
Auctioneers.
Hongkong, 4th September, 1901. [974c]Today's
Advertisements.THEATRE ROYAL
CITY HALL.

SATURDAY, 7TH SEPTEMBER.

GRAND
BOXING CARNIVAL.JACK MCALIFFE,
Light-Weight Champion All-round Athlete of
the World and Champion Boxer of India,
and
JACK SLAVIN,
Middle-Weight Champion of Australia,
will give Grand Exhibitions of the Art of
Boxing, assisted by Mr. W. S. BAILEY and the
leading
LOCAL BOXERS.JACK MCALIFFE,
will also give an Exhibition of his
WORLD-RENOVED AMERICAN AXE
AND INDIAN TORCH CLUB
SWINGING.The whole forming an Entertainment never
before witnessed in Hongkong.
PRICES \$5, \$3, \$2.
PLAN at ROBINSON PIANO CO.
Military in Uniform Half-price to Back
Seats only.

Doors open 8.30 P.M. Boxing at 9 P.M. sharp.

BRUCE GARDYNE,
Business Manager.
Hongkong, 4th September, 1901. [968c]VICTORIA RECREATION CLUB,
KOWLOON.

ANNUAL AQUATIC SPORTS.

THURSDAY, FRIDAY & SATURDAY,
5TH, 6TH, 7TH SEPTEMBER, 1901.
Commencing at 4.30 p.m., on THURSDAY
and FRIDAY; and at 4 p.m., on SATURDAY.The Committee request the pleasure of the
Company of the Ladies of Hongkong,
in the enclosure of the BATH HOUSE,
KOWLOON, on SATURDAY, the 7th instant,
on the occasion of the ANNUAL AQUATIC
SPORTS.ADMISSION for NON-MEMBERS, each day,
50 Cents; Soldiers, Sailors, and Children
Half price.

Hongkong, 4th September, 1901. [973c]

TO LET.

GODOWN—PRAYA, KENNEDY TOWN.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 4th September, 1901. [971c]DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW.
THE Company's Steamship"HAICHING."
Captain Davis, will be despatched for the
above Port, on FRIDAY, the 6th instant,
at 9 A.M.For Freight or Passage, apply to
DOUGLAS LAFAIR & Co.,
General Managers.
Hongkong, 4th September, 1901. [969c]INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR MANILA (DIRECT).
THE Company's Steamship"LOONGSANG."
Captain Weigall, will be despatched as above
on SATURDAY, the 7th instant, at 5 P.M.This Steamer has Superior Accommodation
for First class. Passengers, is fitted throughout
with Electric Light and carries a Doctor.For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 4th September, 1901. [967c]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

S.S. "PREUSSEN"
of the NORDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure, and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 10th instant, will be
subject to rent.All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on TUESDAY, the 10th instant, and
THURSDAY, the 12th instant, at 9.30 A.M.All Claims must reach us before the 10th
instant, or they will not be recognized.No Fire Insurance has been effected.
Bills of Lading will be countersigned by the
Undersigned.NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, 4th September, 1901. [972c]

C. E. WARREN,
BUILDING CONTRACTOR,
WYNDHAM STREET (Opposite to the
CLUB GERMANIA).SANITARY APPLIANCES SUPPLIED
and FIXED, DRAINS, TRAPS,
WASTE PIPES, &c., CLEANSED and RE-
PAIRED. Sanitary Board Notices receive
prompt attention. Agent for MOSAIC TILES.
Prices on Application. [958c]

AN APPEAL.

THE SUPERIORITY of the ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.
Ladies and Children's Under-clothing, Cris-
tine's Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.
The Superiors will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1902.

Intimation.

A. S. WATSON & Co.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SHERRY.

A.—SUPERIOR PALE DRY,
Dinner wine, Green Seal Cap-
sule \$10.80C.—MANZANILLA, PALE
NATURAL SHERRY, White
Capsule 12.00OO.—SUPERIOR OLD PALE
DRY, NATURAL SHERRY, Red
Seal Capsule 12.00D.—VERY SUPERIOR OLD
PALE DRY, choice old wine,
White Seal Capsule 14.40E.—EXTRA SUPERIOR OLD
PALE DRY, very finest quality,
Black Seal Capsule (Old
Bottled) 20.40In addition to wines of our own
bottling, the following brands, bot-
tled in Europe, have been specially
selected, and procured from the cele-
brated firm of Messrs. GEO. G.
SANDEMAN, SONS & Co., of Lon-
don and Oporto, for whom we have
been appointed Sole Agents.LIGHT DRY \$17.00
SOLERA 25.00
VERY PALE DRY 25.00
FULL GOLDEN 30.00
PALE DRY NUTTY 32.00
FINE OLD BROWN 42.00A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.BIRTH.
At Cree Hall, Singapore, on the 25th August,
Mrs. F. E. JAGO, of a son.DEATH.
On 28th August, at the General Hospital,
Singapore, JAMES AYLING, aged 39 years.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, SEPTEMBER 4, 1901.

NOTES AND COMMENTS.

The Latest Bunder.

Shanghai has won a by no means enviable
reputation for its bunders and the latest,
which our London correspondent mentions,
is, perhaps, one of the finest samples we
have seen for a long time. Shanghai has
informed London that we are to exchange
Wei-hai-wei with Germany for some con-
cession on the Yangtze! Did anyone ever
hear such a beautiful bunder? So far as
we know, Germany has nothing more to
concede on the Yangtze than we have, and
every old China hand well knows that we
possess nothing there, for the omission of
the little world "other" rendered our much
talked about Yangtze Agreement so much
waste paper. Besides, it is not likely that
we should be troubling about turning Wei-
hai-wei over to civil administration if there
was the slightest prospect of its being handed
to Germany, which we most certainly believe
there is not. Doubtless Germany would
like to have Wei-hai-wei, and so would
France, and Russia, and China, and Japan,
or, in fact, any other Power one liked to
name, but one might just as well talk of ex-
changing Hongkong for the moon as giving
away the northern Colony for something
which does not exist.

Shocking Ignorance.

The appalling ignorance of the folks at
home with respect to China and all ques-
tions relating thereto was well illustrated by
Mr. Asquith in his speech at the opening
of the China Exhibition in London the
other day. According to our London Cor-
respondent Mr. ASQUITH said that "China
had for some months past, been a country
of absorbing interest." Mr. ASQUITH,
although he probably didn't know it, was
really telling the London folk the truth. In
all probability had you asked the average
man in the street a couple of years ago,
what he knew about China he would have
told you that it was somewhere out in the
East and that it had a great wall, produced
tea, and the people wore pig-tails and spoke
pidgin-English. That was, a couple
of years back, the stock of knowledge of
China which the average Londoner possessed.
And to-day we fear that matters are very
little better. People have read the papers
telling of the stirring events out here, they
have, perhaps, seen a map and know where
China is, and they have learnt a few names,
glibly off. But a real knowledge of China,
or our interest in the country is as far from
the general London Public as ever. To
them China is little more than a name and
Hongkong is known more as a place to
which to consign people in default of a
much warmer one than as a flourishing
centre of British enterprise and commerce.COTTAM & Co. for the K. WALKING and
SHOOTING BOOTS.COTTAM & Co. for RIDING WHIPS and
LEATHER PUTTEE LEGGINGS.COTTAM & Co. for SNOWS and BUCK-
INGHAM and HECHTS BOOTS and
SHOES.

Our Indian Army.

We are glad to see that Mr. CHAMBER-
LAIN has been disabusing the minds of the
European Powers of the mistaken idea that
our Indian Army is only maintained for pur-
poses of warfare against non-European foes.
During the progress of the China expedition,
the troops of other European Powers have
seen what our Indian Army can do, and
have been able to form their own opinions
of it. Our Indian troops, too, have had an
opportunity of seeing some of the picked
men of the armies of Europe, and they in
their turn have formed their own opinions
which, in several instances, it would not be
either polite or politic to give utterance to.
Of one thing, as pointed out by Mr. CHAM-
BERLAIN, all Europe may rest assured, and
that is that our Indian army is kept for
work and will be employed when and where-
soever we please, no matter what the colour
or nationality of our foes may be. And we
think that we may go further and say that
when that day comes our Indians will not
be found wanting, for they are, as we know,
as fine a body of men as any European
country can produce.

REUTER'S TELEGRAMS.

THE FRANCO-TURKISH
DIFFICULTY.LONDON, September 2nd.
The Turkish Ambassador has quitted
Paris.VENEZUELA AND COLOMBIA.
HOSTILITIES IMMINENT.Nine thousand Venezuelan regulars are
massed on the frontier ready to assist the
Colombian revolutionists.THE FRANCO-TURKISH
DIFFICULTY.Turkey has solicited Germany's mediation
in her difficulty with France.BRITISH SOUTH AFRICA.
CAPE COLONY BEING CLEARED
OF THE ENEMY.It is stated that the Herzog's and Late-
gan's commandos have been driven back
into the Orange River Colony.The Middleburg, Cradock, Graaf-Reinet
and Steynsburg districts are nearly clear of
the enemy.

LOCAL AND GENERAL.

THE WEST RIVER gunboat Robin returned
to Hongkong this morning.THE ENGLISH MAIL of the 3rd ulto. was
delivered in London on the 2nd inst.A SLIGHT COLLISION took place yesterday
between a launch and a cargo boat. The boat
was damaged to the extent of \$50.IT WILL BE SEEN by reference to our ad-
vertising columns that a vacancy exists for a
clerk with a knowledge of German and English.THE GOVERNMENT Public Bath House
close to No. 2 Police Station was accidentally set
fire to and quickly burnt to the ground. The
damage done is estimated at \$75.THE WHOLE of the day has been taken up
by the arguments of counsel in the Leung Kun
Yau versus the Captain Superintendent of
Police case. Claim for £100. Judgment is
reserved.THE FUNERAL of George Gidley, aged 13,
took place yesterday. He was a younger brother
of several officers in the public service who are
widely known and respected. We regret to
say another brother is lying seriously ill in the
Government Civil Hospital.THE SHOOTING CASE by a European Con-
stable, from what we can hear, is a pure case of
accident. It occurred in Wanchai, and a Chi-
nese man was shot through the fleshy part of the
foot. He is in the Government Civil Hospital
and no serious complications are anticipated.
We wonder if it was another case of "I did
not know it was loaded."WE DO NOT SEE much point in the heading
of Reuter's telegram anent South Africa. We
have known for some time past that Cape
Colony is being cleared of the enemy, but the
spring clean seems to take a long time. So
far as we remember, Cape Colony has been
nearly clear of the enemy for several months
past. What we want to hear is that the clean
up has been quite accomplished. Nearly,
says the proverb, is only half-way.IT REALLY LOOKS, at the time of writing, as
though a Volunteer Concert was at last to come
off the date originally fixed. Of course there
is still time for rain to put in an unwelcome
appearance, but we hope that the Clerk of the
Weather will relent this time. An excellent
programme has been provided, and those who
go to the Volunteer Headquarters this evening
may be sure of a good time in a good cause.
We hope to see a record audience. Tickets
have been at a premium for some time past.THE SULTAN is apparently a believer in ar-
bitration in international disputes, for Reuter
tells us that Turkey has solicited Germany's
mediation in her difficulty with France. The
Sultan no doubt looks upon the rise as a very
fit and proper person to arbitrate, particu-
larly after the receipt of his late message,
but it remains to be seen whether the French
taking into consideration that Germany is their
hereditary enemy, will care for the Sultan's
selection. It would be almost as bad were the
Sultan to make a similar appeal to Great
Britain.MR. G. P. LAMBERT left for Japan to-day
on a holiday trip. We hope that he will have a
good time and will return much benefited by
the trip. "George" is one of those people
whom we cannot spare for long. Concerts
and A.D.C. performances would seem very hard
and blank without him.THE STEAM ROLLER seems to have been
suffering the most acute bodily and mental pain
in front of our office all day. Its groans, squeals,
shrieks and gurgles have been quite heart-rend-
ing at times. It appears to want a dose of oil
badly. From the look of the road which it is
supposed to have rolled we should say that it
was copying our jerry builders and scamping the
work in places.THE VICTORIA RECREATION
CLUB.

ANNUAL AQUATIC SPORTS.

THE FIRST DAY'S PROGRAMME.

We would remind our readers that to-morrow
is the first day of the Annual Aquatic Sports of
the Victoria Recreation Club and that the
proceedings commence at half-past four.We publish below the programme for the
first day, from which it will be seen that though
the entries are by no means so large as lovers
of aquatics would like to see, yet some good
sport should be provided. Several well-known
names are absent from the list of entries, but
we note that the Brothers Alves are still to the
fore, and we all know that they will take a deal
of beating.

PROGRAMME.

President:—His Excellency Sir Henry A.
Blake, G.C.M.G.

Chairman:—Hon. H. E. Pollock, K.C.

Committee:—Mr. F. W. White, Mr. A.
Denison, Mr. E. M. Hazeland, Mr. Thos. H.
Reid, Mr. M. Melver, Mr. W. Armstrong, Mr.
W. S. Bailey, Mr. A. A. Alves, and Mr. H. W.
B. Kennett.Hon. Treasurer:—Mr. W. H. Potts.
Hon. Secretary:—Mr. E. A. Sargent.
Umpires:—Mr. W. Armstrong, and Mr. A.
Denison.Referee:—Mr. H. W. B. Kennett.
Starter:—Mr. T. Meek.
Official Time-keeper:—Mr. E. M. Hazeland.
Handicappers:—Mr. F. W. White, and Mr.
M. Melver.

To Start at 4.30 p.m. prompt.

1.—4.30 p.m.—HALF-MILE CHAMPIONSHIP OF
THE COLONY. Open to all comers. 1st
prize presented by Hon. J. J. Bell-Irving,
2nd prize presented.1. E. W. Carpenter 8. H. Wanless, Kow-
loon Naval Depot
2. A. J. Mackie 9. A. E. S. Alves
3. F. K. Tata 10. A. A. Alves
4. F. D. Bain 11. Frank Jorge
5. A. Humphreys 12. W. Miley, 38 Co., R.A.
6. J. M. Roza Pereira 13. S. R. Moore
7. M. A. Razack 14. N. H. Alves2.—5.00 p.m.—TWO LENGTHS (HANDICAP).
Open to Competitors over 35 years of age.
1st and 2nd prize presented.1. A. M. Roza Pereira, Sec. "Go"
2. T. H. Reid Owses 10 Secs.
3. M. A. de Souza "15"
4. M. Melver "17"
5. H. Summers "20"

3.—5.15 p.m.—PLUNGING.—Two prizes.

1. A. J. Mackie 10. J. M. Roza Pereira
2. C. E. Ellis 11. M. A. Razack
3. E. R. Miller 12. N. H. Alves
4. W. T. Andrews 13. A. E. S. Alves
5. A. M. S. Soares 14. A. A. Alves
6. J. A. Fredericks 15. Frank Jorge
7. F. K. Tata 16. A. Loureiro
8. F. D. Bain 17. F. M. Roza Pereira
9. A. Humphreys4.—5.30 p.m.—FOUR LENGTHS, HANDICAP.
Two prizes presented.First Heat
First and Second in each heat to Swim
in the Final.1. Fred. E. Ellis Owses 2 Secs.
2. F. D. Bain "3"
3. A. J. Mackie "6"
4. A. H. Lammer "17"
5. A. Humphreys "18"
6. N. H. Alves "17"
7. A. E. S. Alves "23"5.—5.45 p.m.—FOUR LENGTHS, (Army
Navy, and Police). Non-Members. Two
Prizes.1. H. G. Hawkins, R.A. H.M.S. Dido.
2. A. E. Jay, Writer H.M.S. Dido.
3. H. Wanless, Kowloon Depot.
4. Sgt.-Major A. J. Wiseman, R.A.M. Corps.
5. Bandsman R. Gregory, R.W.F.
6. Pte. W. Roberts, R.W.F.
7. Pte. J. Collins, R.W.F.
8. Pte. Monk, R.W.F.
9. Lance-Corp. Hogg, R.W.F.
10. Bandsman J. Andrews, R.W.F.
11. W. Miley, 38 Co., R.A.6.—6 p.m.—TWO LENGTHS (HANDICAP).
Prizes Presented.

First in each Heat to Swim in the Final.

First Heat
1. H. W. Sawyer Owses 7 Secs.
2. A. J. Ribeiro "10"
3. Fred. E. Ellis "10"
4. J. M. Roza Pereira "12"
5. N. H. Alves "12"
6. Frank Jorge "14"Second Heat
1. W. T. Andrews "5"
2. E. W. Carpenter "7"
3. F. J. V. Jorge, Jr. "7"
4. E. R. Miller "9"
5. H. A. Lammer "11"
6. A. Humphreys "12"Third Heat
1. G. H. Ruby "Go"
2. A. J. Mackie Owses 7 Secs.
3. A. M. S. Soares "10"
4. F. D. Bain "10"
5. C. E. H. Hance "11"
6. A. E. S. Alves "15"Fourth Heat
1. S. R. Moore "7"
2. M. A. Razack "7"
3. F. K. Tata "10"
4. C. M. S. Alves "10"
5. R. Henderson "11"
6. F. M. Roza Pereira "12"CHAMPIONSHIP—A Special Prize will be
awarded to the Winner of most points in non-
handicap events. Presented by Hon. H. E.
Pollock, K.C. (Chairman of the Club).1st Place mark 10 Points.
2nd Place mark 4 Points.
3rd Place mark 1 Points.M.D.—1. No Competitor will be allowed to
take more than Two First Prizes or Three in
all during the three days.2. All Races, Diving, etc., will be decided
by the Umpires.3. Excellence in Diving, consists in: Form,
Balance, Entry and Recovery.4. No Second Prize will be given unless Five
competitors start.

THE CASE OF WARDER PEAK.

The following correspondence has been handed to us for publication. Warder Peak's contention is that he has been dismissed, the Government Service without being allowed an opportunity of defending himself.

PEAK'S PETITION.

2, High Street, West Point, Hongkong, 24th July, 1901.

His Excellency Sir H. Blake, K.C.M.G., Governor of Hongkong, &c., &c., &c.

The humble petition of the undersigned respectfully sheweth that, your petitioner is Job Peak lately employed as Hospital Warder at Victoria Gaol.

That your petitioner was engaged in England on terms set forth in letter 33, 386 of 99 date 5th December, 99, which stated that petitioner was to distinctly understand that he was engaged subject to paragraphs 81 to 96, Section 2 Colonial Regulations, a copy of which was forwarded to your petitioner.

The salary and emoluments of your petitioner exceeded One hundred Pounds Sterling (£100) per annum.

1. That, your petitioner was on the 1st of July, 1901, summarily dismissed by R. H. Craig Assistant Superintendent of Victoria Gaol and, without being given the opportunity to call evidence in defence.

That, your petitioner respectfully submits to your Excellency that, he was illegally discharged and, in breach of his contract.

Your petitioner was engaged on the recommendations of well-known Ladies and Gentlemen extending over a period of thirteen years. Your humble petitioner therefore prays that, Your Excellency will cause an enquiry to be made.

2. Your humble petitioner also prays that, Your Excellency will "cause him to be dealt with in accordance with Paragraphs 81 to 96 inclusive, Section 2 Colonial Regulations."

3. That, as your petitioner has a wife and family solely dependent upon him in England and, as your petitioner has been unable to save anything out of the salary received in Hongkong and, is now himself utterly destitute that Your Excellency will order a Suspension Allowance adequate for the support of himself and family from the 1st of July to the time when judgment shall be passed upon him according to the Colonial Regulations.

4. That, in the event of your petitioner being acquitted by the Honourable Executive Council that Your Excellency will cause him to be transferred to some other Department in the Colonial Service, when your petitioner will prove to your Excellency that the Ladies and Gentlemen who recommended him were not mistaken in their estimate of your petitioner's character and ability.

And your petitioner will ever pray, Nc.

THE REPLY.

Colonial Secretary's Office, Hongkong, 2nd Sept., 1901.

Sir,—I am directed to hand you herewith three charges against you of being intoxicated while on duty as Hospital Warder at the Victoria Gaol.

2.—I am also to call upon you, to state in writing, within seven days of the date of this letter, any grounds upon which you rely as exculpating yourself from these charges or any of them, and also, in the event of your admitting any of such charges, any grounds which you desire to urge against being punished as provided for by the Colonial Office Rules and Regulations.

I have the honor to be, Sir,

Your obedient servant,

J. H. STEWART LOCKHART,

Colonial Secretary.

CHARGES.

1.—That you were intoxicated while on duty at 10.40 p.m. in Victoria Gaol on the 28th June, 1901.

2.—That you were under the influence of liquor when paraded before the Assistant Superintendent on the morning of the 29th June, 1901, to answer the above charge.

3.—That you were under the influence of liquor while on duty on the 29th June, 1901.

THE HON. F. H. MAY.

The Hon. F. H. May, C. M. G., Captain Superintendent of Police, leaves for England to-morrow by the G. man mail. Mr. May has certainly been a particularly hard working official during the time we have known him in Hongkong and has always had the courage of his own opinions, refusing to change them if they happened to differ from those of his superiors. We have frequently had occasion to quarrel with Mr. May, but that has all been in our public capacity and does not prevent us from wishing him a very pleasant voyage and an enjoyable holiday. It will be difficult to find so painstaking and thorough an official as Mr. May has proved himself to be to fill the post he temporarily vacates.

THE MANAGEMENT OF RAUB.

The following letter appears in the Straits Times:—

SIR,—In your issue of the 17th Instant, you quote the following extract from the Malay Mail:—

Mr. G. Whyte is now passing through Kuala Lumpur after paying a visit to Pahang. We hear on good authority that Mr. Whyte asked the Singapore Directors of the Raub Australian Gold Mining Company for permission to visit the Raub mines in order to answer the allegations contained in the recently published "expert" reports. His request was refused. Strange! What are the Directors afraid of?

COTTAM & CO. FOR ANDERSON'S RAIN COATS AND HOLIDAYS.

THE GOOD SHOOTING ON THE "TERRIBLE."

The record of the annual prize firing by the "Terrible" cruiser, Captain Percy Scott, on June 8, at Wei-hai-wei, has been now reached England. The target used was of the ordinary service dimensions, but of Captain Scott's pattern, two masts instead of three, to obviate the constant repairs to masts. The shooting on the "Terrible" last year was by far the best on the China Station, but the loading was too slow. Consequently the guns' crews have since been practised in loading, which has led to a considerable increase in the number of rounds fired and the hits recorded, as seen by the following:—

1900 2 0.2 in. 15 9 75

12 6 in. q.f. 104 80 33

1901 2 0.2 in. 22 14 71

12 6 in. q.f. 128 102 42

The extraordinary result of the shooting in 1900 raised some scepticism as to the accuracy of the returns; and, therefore, to remove all doubt this year the "Terrible" carried five independent umpires instead of two, which is the usual number, and the firing was also watched by flag-captain Jellicoe, of the "Centurion," and Captain Windham, of the "Ita." That there might be no doubt as to the target, when the hits were counted and recorded by the umpires.

COTTAM & CO. FOR THE LATEST SHAPES IN LINEN COLLARS.

THE TRUE FACTS OF THE CASE ARE AS FOLLOWS:—

At a meeting with the Singapore Directors on the 31st of May last, Mr. Whyte expressed his desire to make his explanation regarding the statements contained in the reports of Mr. Mc Carthy and Mr. Curle in writing; and on the 3rd of June, the Singapore Directors by letter requested and instructed Mr. Whyte to proceed to the Raub mines for the purpose of enabling him to make such explanation. As, however, the Singapore Directors had, since Mr. Whyte had been in charge of the mines, made, under the advice of the experts whom they called in, changes in the principle and policy of the Company's operations at the mines and in the carrying on of the mining operations, as to which the acting manager and the mine manager had received instructions, and as they considered it of vital importance in the interests of the Company that no change should be made in the carrying out of those operations until the Board at Brisbane should have had an opportunity of considering the reports of the experts, they at the same time directed Mr. Whyte that the existing management and conduct of the business of the mines by the acting manager and mine manager must continue undisturbed until a decision had been come to by the Brisbane Board as to how the management of the mines should be continued in the future, and instructed Mr. Whyte that he was not in any manner to act as manager or interfere in any respect with the management of the mines or control of the operations then existing, and was to return to Singapore with as little delay as possible. Mr. Whyte replied on the 4th of June stating that under his agreement he was to be employed as manager of the Company, and declining to go to the mines in any other capacity. He further stated that he was ready and willing to proceed to Raub at once as manager, and, as such manager, to give the required explanation, and asked for definite instructions as to whether he was to proceed to the mines as manager or whether it was the intention of the Board to supersede him. In reply the Directors on the 5th of June requested Mr. Whyte, as he refused to go to the mines under the request and instructions expressed in the letter of the 3rd of June, to remain in Singapore for the present, and expressed a hope that he would meanwhile prepare with as little delay as possible, so far as he was able to do, the explanation and reply on Mr. Mc Carthy's report. As no reply was received to this letter, a further letter was written to Mr. Whyte on the 24th of June asking when the Board might expect to receive his explanation. Mr. Whyte answered on the 26th of June stating that he had informed the Singapore directors at the meeting which he had attended that it was impossible for him in Singapore to reply to Mr. Mc Carthy's report, but in deference to their wishes he had tried to make a report, and that he could only confirm what he had stated at the meeting, that with the information at his disposal he could not give a report in Singapore. He further asked to be informed at once whether it was the intention of the local directors to allow him to proceed to Raub, and resume his work as manager in accordance with the terms of his agreement. Mr. Whyte was informed by a letter on the 4th of July that the directors very strongly objected to his waiting until the 26th of June before answering and complying with their instructions of the 5th of June, and that the answer should be a simple refusal to comply with the instructions given to him. Mr. Whyte was further informed that with respect to the latter part of his letter of the 26th June asking the directors to allow him to proceed to Raub and resume his work as manager, the directors had not yet come to any decision as to what further course of action they would take with respect to him under the circumstances.

Mr. Whyte's connection with the Company was shortly afterwards severed, and after such severance Mr. Whyte made application to the local directors to visit and inspect the mines for the purpose of refuting the experts' reports, which request was, under the circumstances of Mr. Whyte having left the Company's employ, refused.

I am Sir,

Your obedient servant,

C. A. DERRICK,

Local Secretary,

Raub Australian G. M. Co., Ltd.

Singapore, Aug. 27th.

PIRES, A NEW CANVAS WAS PUT UP FOR EACH GUN, SO THAT ON STARTING EACH WEAPON HAD A TARGET WHICH HAD NOT BEEN PERFORATED. THE FINEST PIECE OF SHOOTING FOR THE DAY WAS PERFORMED BY TAYLOR AND KEWELL, WHO IN SIX MINUTES FIRED 12 ROUNDS AND PUT ON NINE HITS WITH THE AFTER 9.3 IN. GUN, WHILE SO RAPID WAS THE FIRING FROM THE 6 IN. Q.F. GUNS THAT WHEREAS THE AVERAGE OF HITS OF THE FLEET IS 1.1 ROUNDS PER GUN PER MINUTE THAT OF THE "TERRIBLE" WAS 4.2. IF WE COMPARE THE RESULTS OF LAST YEAR'S PRIZE FIRING BY SIX SHIPS IN THE CHANNEL SQUADRON WITH THE FIRING BY THE "TERRIBLE" LAST YEAR AND THIS YEAR WE SHALL SEE AT A GLANCE WHAT EXCELLENT RESULTS CAN BE OBTAINED FROM PERSISTENT PRACTICE. EACH SHIP CARRIES 12 6 IN. Q.F. GUNS, AND IT IS TO THESE WEAPONS THAT THE COMPARISON IS CONFINED:—

Round. Hits. Percentage. Hits per minute.

Terrible, 1900..... 104 80 768 3.33

Majestic, 1900..... 108 52 481 2.17

Prince George, 1900 93 52 459 1.27

Jupiter, 1900..... 106 44 415 1.83

Magnificent, 1900 87 30 345 1.25

Mars, 1900..... 95 27 284 1.13

Hannibal, 1900... 79 27 342 1.13

Terrible, 1901..... 128 102 800 4.2

Thus the "Terrible," with 12 guns, made 18 more hits than the "Hannibal," "Magnificent," and "Mars" made with 36 guns. Second-class Petty Officer Grounds performed the extraordinary feat of firing eight rounds in one minute with the 6 in. q.f. gun, and made eight hits, but against this the practice from one gun was spoiled by defective sights.

Until the present year the record for the 4.7 in. q.f. gun has been held by the "Scylla," which in 1899 fired 70 rounds with 56 hits, and made 4.6 hits per gun per minute. This has now been beaten by the "Barfleur," with ten guns. She fired 159 rounds and made 14 hits, at the rate of 5.7 hits per minute, against an average of 2.3 last year. In this connection it may be mentioned that the present gunnery lieutenant of the "Barfleur" was in the "Scylla" in 1899, and that when the "Scylla" made her record she was under the command, Captain Scott, now of the "Terrible." What every one will ask is why other ships cannot do the same. And what the initiated will ask is, what is likely to be the shooting of the "Argonaut," whose commander, Maurice Woolcombe, has just been appointed from the "Terrible," where he was gunnery lieutenant.

Lieutenant M. Woolcombe, gunnery lieutenant of the "Terrible," in his report on the recent prize firing, says:—"The shooting and loading of the after 9.2 is worthy of notice; in six minutes this gun fired 12 rounds and hit the target nine times, which is 1.5 hits per minute. This is more than the Fleet average for 6 in. q.f. guns."—L & C. Express.

DISREGARDING QUARANTINE.

A QUEER STORY.

A singular story comes from Banjerassin. It is alleged that on the 20th ult., the Royal Dutch Mail Steamship "Alling" arrived there from Soerabaya flying the yellow flag. She is said to have cholera on board, and to have lost three or four coolies therefrom on the way up. At any rate she anchored outside; but was shortly permitted to come inside and go alongside the wharf, where two more of the coolies died of the pest. Some other ships were at that time lying at the wharf alongside the allegedly plague-stricken vessel, and among them were two other mail steamers, the "Van der Lyne" and the "Nienhuysen." It is complained that the action of the Banjerassin authorities in permitting a vessel with cholera on board, and flying the quarantine flag to come alongside the wharf, and work cargo etc., at the same time that disinfected vessels were lying there was extremely dangerous.—Straits Times.

PING-PONG IN ITALY.

MAYOR OF EXETER CAUSES A SENSATION.

During a recent sojourn in Italy the Mayor of Exeter met with an experience which has afforded English visitors in that country an unlimited fund of amusement. In due course of travel his worship arrived at Modane and submitted his luggage for inspection at the Customs House. All went well until the zealous officials espied a mysterious box, whose contents were unfamiliar to the official eye. Then ensued a hurried consultation. Swarthy collectors gingerly examined the box, cast doubtful glances upon its owner and gave vent to their suspicions in most voluble and forceful Italian. Among other things brought to view was an apparatus which closely resembled the contraband tools commonly used by relic hunters for the unlawful purpose of extracting mosaics. There was also a piece of material closely resembling the mosquito cloth extensively used in Italy, and upon which the Government exacts a heavy duty. Worst of all were some half dozen white balls, which might contain any inflammable material and in this instance were strongly suspected of holding lyddite. There were, moreover, a couple of hand instruments which emitted a musical sound. The latter were certainly innocent enough in themselves, but added to the mysterious nature of the other articles only heightened the general suspicion. "After a long and searching examination of the Englishman," says *Il Gazzettino* of Venice, "it was finally elicited that the mysterious gentleman was the Mayor of Exeter, and that the box contained 'Ping-Pong,' a new game of English origin, played as he suggested, by children of all ages in the nursery, or on the breakfast table, and sometimes in church if the sermon should be unusually dry, as it is so small that it can be played on the seat, and the only sounds produced resemble so closely the rise and fall of the preacher's intonations as to be of no inconvenience."—L & C. Express.

COTTAM & CO. FOR THE LATEST SHAPES IN SOFT FELT HATS.

THE VALUABLE MESSAGES AND PREMISES known as No. 21, Lower Lascar Row and No. 33 Upper Lascar Row held for an unexpired term of 94 years in the Annual Crown Rent of \$11.

LOT 2.

The Valuable Messages and Premises known as No. 227 Queen's Road Central, and No. 33 Tennois Street held for an unexpired term of 94 years in the Annual Crown Rent of \$18.

For further Particulars and Conditions of Sale, apply to

DENNYS and BOWLEY, Solicitors, Supreme Court House, or to

HUGHES & HOUGH, Government Auctioneers, Hongkong, 29th August, 1901. [941c]

Intimations.

BRITISH NORTH BORNEO.

TENDERS are invited for the General Farms for a period of three years commencing from the 1st January, 1902, as herein below described:—

OPIMUM. The sole right to import, manufacture and sell new Opium, Chandu and Opium Dross in British North Borneo and Labuan.

SPIRITS. The sole right to license the manufacture and sale of such Wines and Spirits as are usually consumed by Chinese and other Asiatics, and the right to issue licenses to sell Wines, Beer and Spirits, under Notification dated 1st February, 1893.

PAWN-BROKING. The sole right to keep and license others to keep Pawn-broking Establishments.

GAMBLING. The sole right to keep and to license the keeping of Gambling Houses.

(1) These tenders must be sent under sealed cover to reach Sandakan by noon on the 31st day of October, 1901, and must be addressed to the Secretary to the Governor. The words "Revenue Farms" must be written on the outside of the envelope.

(2) The Laws and Regulations governing these Farms can be seen on application at the Office of Messrs. Guthrie and Co., Singapore, of Messrs. Gibb, Livingston and Co., Hongkong, of the Malay Mail at Kuala Lumpur, and of the Treasurer-General at Sandakan.

(3) The Opium Regulations are similar to those in the Straits Settlements.

(4) The Gambling Regulations are similar to those in the Malay States.

(5) These Tenders are invited for the whole Territory, but any tenderer may submit a separate tender for any of these Farms or for any portion of the State of British North Borneo.

(6) Every tender must state the nature of the Security to be offered, which must be partly in cash, to be deposited in an approved Bank, and partly in land and house property.

(7) The Government does not bind itself to accept the highest or any tender.

LABUAN.

The Colony of Labuan will be included in the British North Borneo Farms for Opium, Spirits and Pawn-broking.

Sandakan, 8th July, 1901. [864c]

GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED, (IN LIQUIDATION).

NOTICE is hereby given that a FIRST and FINAL DIVIDEND of 25 cents per Preference Share will be PAID. Shareholders are requested to send in their Preference Shares at their earliest convenience to the Undersigned, whereupon Payment of the above Dividend will be made.

M. BENNECKE, Liquidator, Hongkong, 23rd August, 1901. [907c]

NEW GOODS.

PLENTY IN HAND.

JAPANESE CURIOS.

D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall, Hongkong, 30th April, 1901. [141]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS.

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK-HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS. ANNUAL SALE SIX MILLION BOXES. 50 CENTS PER BOX.

Prepared only by the Proprietor: THOMAS BEECHAM, St. Helena, England. SOLE AGENTS FOR HONGKONG and the EMPIRE OF CHINA: WATKINS, LIMITED, APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong. [141]

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:—

J. F. CHAPMAN, American ship, Chapman—Arnhold, Karberg & Co.

L. SCHERER, American ship, O. S. Kendall—Carlisle & Co.

SEA WITCH, American ship, Howes—Master.

Auction.

BY ORDER OF THE SUPREME COURT OF HONGKONG.

PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH will Sell by PUBLIC AUCTION, at their Sales Rooms, 100 House Street, TO-MORROW (THURSDAY), the 5th September, 1901, at 3 P.M., in two Lots, THE VALUABLE LEASEHOLD PROPERTY, situate at Victoria Hongkong.

LOT 1.

The Valuable Messages and Premises known as No. 21, Lower Lascar Row and No. 33 Upper Lascar Row held for an unexpired term of 94 years in the Annual Crown Rent of \$11.

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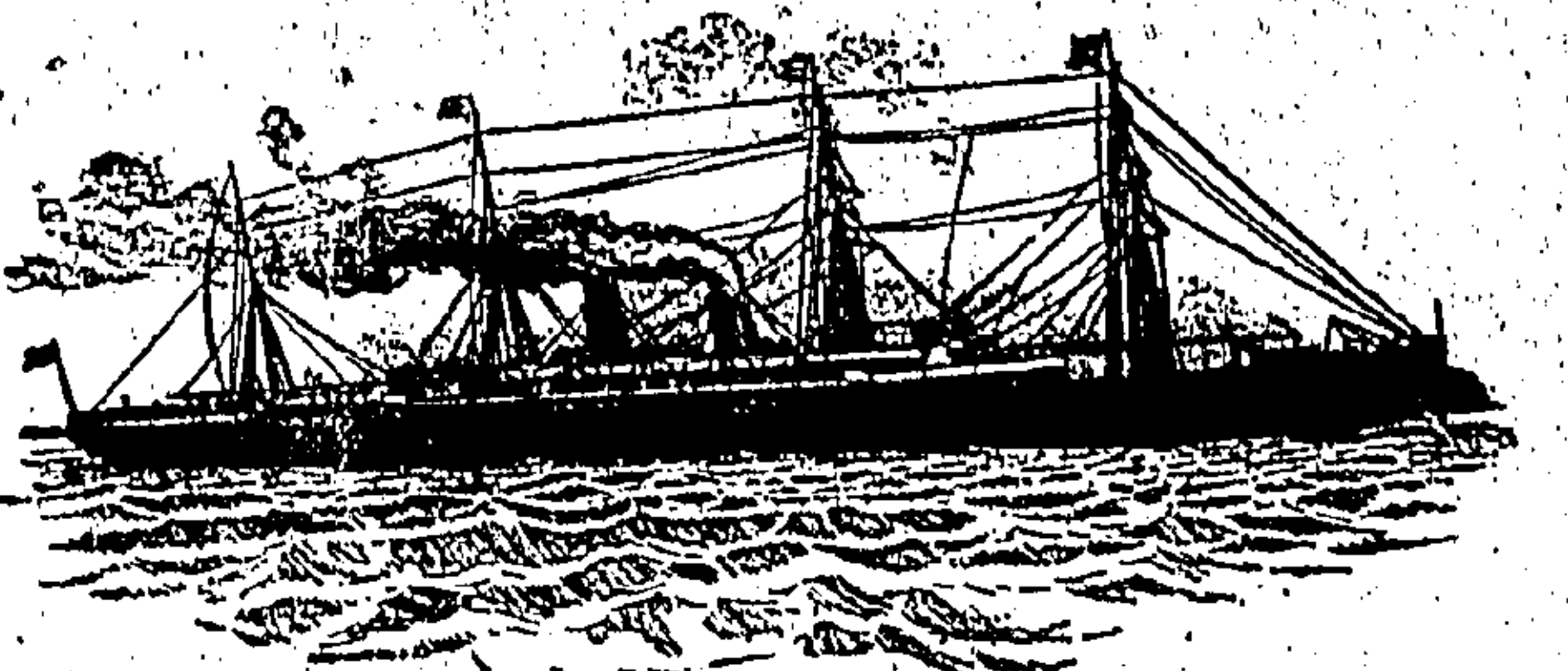
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Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"COPTIC"	TUESDAY, 10th September, at Noon.
"CITY OF PEKING"	TUESDAY, 24th September, at Noon.
"GAILIC"	WEDNESDAY, 2nd October, at Noon.
"CHINA"	SATURDAY, 19th October, at Noon.
"DORIC"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.

THE O. O. Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 10th September, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Bills of Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to ports beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

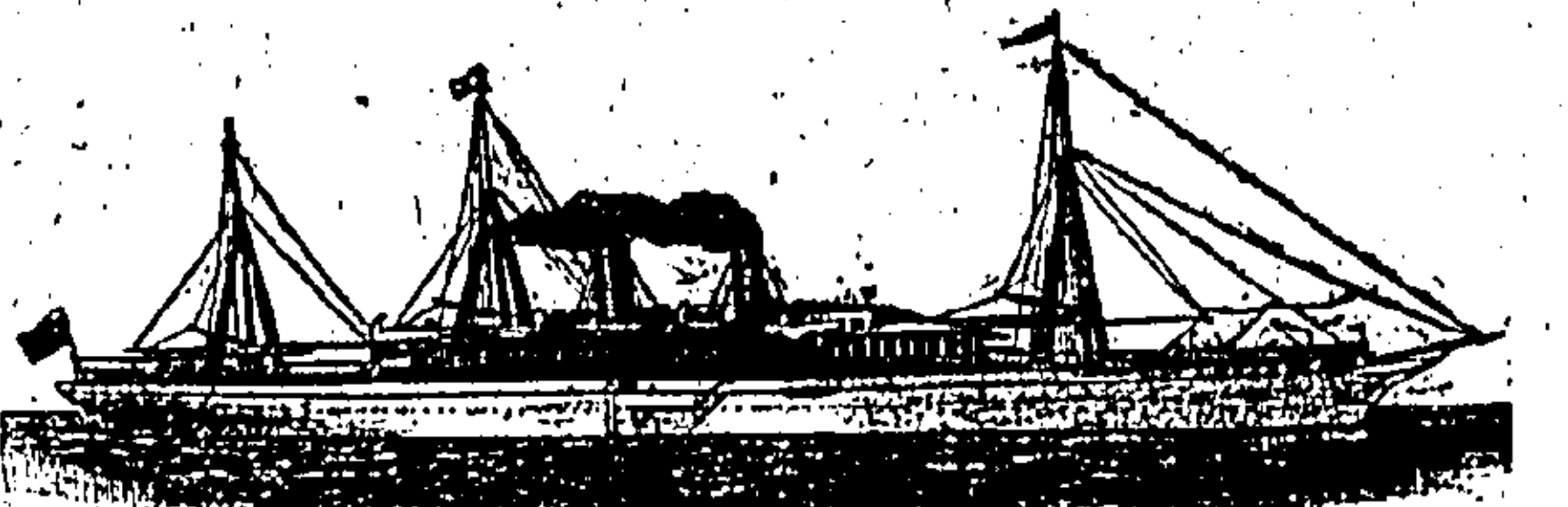
Merchants' Invoices will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 31st August, 1901.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin-Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 25th September.
EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 23rd October.
EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 20th November.

The magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. S. BROWN, General Agent, Fuller's Street.

Hongkong, 28th August, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS (NORTH AND SOUTH AMERICAN PORTS). PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMER	DESTINATIONS	SAILING DATES
ARAGONIA	NEW YORK	7th Sept.
ANDALUSIA	VIA SUEZ CANAL, HAVRE AND HAMBURG.	21st Sept.
ARABIA	(Calling at SINGAPORE and PENANG.) HAVRE AND HAMBURG.	5th October.
KOENIGSBERG	(Calling at SINGAPORE and COLOMBO) HAVRE AND HAMBURG.	19th Oct.
HAMBURG	(Calling at SINGAPORE and PENANG.) HAVRE AND HAMBURG.	2nd Nov.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 30th August, 1901.

Insurances.

"L'UNION" FIRE INSURANCE COMPANY, LD. (Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates. Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent.

Hongkong, 5th July, 1901.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Hongkong, 28th May, 1901.

Masonic.

MEMORANDA.

SATURDAY, 7th September, 1901, 6 p.m. for 6.30 p.m., REGULAR MEETING, UNITED SERVICE LODGE, No. 1,341 E.C. Hongkong, 2nd September, 1901. 1949c

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From London, &c., ex S.S. Himalaya and Malta.

From Australia, ex S.S. Britannia.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 p.m. TO-DAY.

Goods not cleared by the 5th September, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.

Hongkong, 29th August, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "COPTIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

GEORGE ECKLEY, Acting Agent.

Hongkong, 30th August, 1901.

FROM HAMBURG, BREMEN, ANTWERP, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"FREIBURG." Captain Proesch, having arrived from the above Port, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 2nd September, 1901. 1948c

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF FIFE" FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED, Agents.

Hongkong, 3rd September, 1901.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES OF Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th instant, at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., LIMITED, Agents.

Hongkong, 3rd September, 1901. 1948c

A NOTED TRAVELLER.

The noted big game hunter Mr. Gordon Smith passed through Hongkong yesterday by the German Mail on his way to Japan. It is Mr. Smith's intention to make an extended trip through Japan and Korea collecting for the British Museum, and always yearning to kill larger animals and in a greater number than has been done before by any other hunter.

Mr. Smith runs a fairly close tie with the noted Mr. Selous, of South African fame, and momentarily gets a short head in front by having recently shot in Burma his record elephant. Two of the monsters were stalked and both bagged the tusks of one measuring seven feet.

SANITARY BOARD.

A meeting of the Sanitary Board will be held to-morrow, the 5th September, at 4.15 p.m. ORDERS OF THE DAY.

1. Appointment of Dr. J. M. Atkinson, Principal Civil Medical Officer, as President of the Board.

2. Reply from Government relative to the Report of the Sanitary Inspection Committee dated 16th July, 1901.

3. Correspondence relative to the issue of clean bills of health.

4. Letter of thanks from Government in connection with the recent epidemic of Bubonic Plague.

5. Letter from Mr. Osborne informing that he will be absent from the Colony for three months.

6. Report by the Medical Officer of Health on Bubonic Plague for the half year ending June 30th, 1901.

7. Approval of the erection of two urinals one near the Canton and Macao Steam-boat Wharf and one near the old Nam Pak Hong Pier.

8. The Medical Officer of Health, pursuant to notice, will move—

That the Board recommend the Government to erect a public latrine—

(a) On the South side of a lane between Inland Lot No. 652 and the compound of No. 3 Police Station—forty seats.

(b) On the South of Cross Street to the West of the Kowloon City Road and about 100 yards to the West of Kowloon Inland Lot No. 633—fifty seats.

(c) At the corner of Fourth Street and Kennedy Street, Yaumati, to the South of Fourth Street and to the East of Kennedy Street—fifty seats.

AGENDA.

1. Petition from Stanley relative to the new Sanitary By-law.

2. Correspondence relative to the backyards of the houses on section A of Inland Lot No. 247.

3. Lime-washing Return for the fortnight ended September 2nd, 1901.

4. Reports of the analysis of the public water supplies for the month of August, 1901.

5. Mortality Returns from Macao for the weeks ended 25th August, 1901.

6. Mortality Statistics for this Colony for the weeks ended 24th August 1901.

THE PLAGUE.

Number of cases reported (Chinese) 1,543 up till noon of the 3rd September, 1901. Other Asiatics 53 Europeans 30

Number of cases reported (Chinese) 1 during the past 24 hours. Other Asiatics 0 Europeans 0

Total number of cases reported to date 1,627

Number of deaths reported (Chinese) 1,509 up till noon of the 3rd September, 1901. Other Asiatics 35 Europeans 11

Number of deaths reported (Chinese) 1 during the past 24 hours. Other Asiatics 0 Europeans 0

Total number of deaths recorded to date 1,556 Since noon on Saturday last the cases and deaths are—

Cases Chinese 5 Other Asiatics 0 European 0

Deaths Chinese 5 Other Asiatics 0 Europeans 0

Total 5

The plague returns for last week were— Cases 3 Deaths 3

FATALITY ON A BRITISH STEAMER AT SHANGHAI.

SUICIDE OF A STEWARD.

News of a shocking suicide on the British steamer *Warrior* reached Shanghai last night, says the *China Gazette* of the 29th ult. The vessel left here yesterday for sea and after a sensation was created amongst those on board by the discovery that the chief steward, whose name was Chambers, was found in a dying state. He had just attended at the meal and was most attentive and careful to see that everything was right. He then appears to have retired to his cabin and swallowed some narcotic poison, probably opium, and when discovered was unconscious. Every effort was made to revive him by aid of such means as were to be had on board, but without success, and he died within a couple of hours. A letter was found in his cabin asking the Captain to acquaint his (deceased) friends at Whitley, with what he had done. He was tired of life. The ship was brought back to Woosung where an inquest was opened on the remains (this afternoon).

GIRAUULT for the best and GREAT EST. ASSORTMENT of CONFEC-TIONERY.

GIRAUULT WINE and SPIRIT MERCHANT.

GIRAUULT FRESH GOODS by AIR MAIL.

GIRAUULT for the best and GREAT EST. ASSORTMENT of CONFEC-TIONERY.

GIRAUULT WINE and SPIRIT MERCHANT.

GIRAUULT FRESH GOODS by AIR MAIL.

AT THE MAGISTRACY.

SANITARY BOARD PROSECUTIONS.

Inspector of Nuisances, C. W. Brett had twelve defendants up this morning for keeping their houses in a filthy condition. In consideration of their evident poverty they were only fined small sums.

DRUNK AND INCAPABLE.

John Bannerman admitted it and was fined \$2 or eight days. He went to prison.

DISORDERLY BEHAVIOUR.

Arthur P. Knight, a Royal Marine from H.M.S. *Dido*, was charged with the above offence. Lau Ying said she was mistress of a brothel at No. 45, Ship Street. Last night at about 11 p.m. the defendant came to the brothel, but she told him everyone was engaged. The defendant then broke the door open. Roland Adlington, P.C. 61, said at 1 a.m. this morning he had cries of "police" in a woman's voice, and proceeded to Ship Street. He found the defendant in the street using abusive language. He had had a few drinks. The defendant was fined \$3 and 50 cents for damage done.

INDECENCY.

Charles Schasser was charged with indecently committing a nuisance at the entrance to Fletcher Street. The defendant was absent and his bail of \$15 was exonerated.

OBSTRUCTION.

P.C. Johnson charged two junk owners with obstructing the Southern fairway. They were each fined \$10 or three weeks.

THE CHUOCHOU MASSACRES.

THE AUTHORS GET AWAY UNPUNISHED.

LI HUNG-CHANG WANTS TO KNOW SOMETHING ABOUT IT.

Shanghai, 29th August.

In our issue of 21st August, says the *Mercury*, we published a telegram stating that Dr. Morrison, the *Times* correspondent, had wired to London that Sir Ernest Satow, the British Minister, had notified the Peace Envoys that unless the authors of the Chuchow massacres were punished forthwith, Great Britain would require to reconsider her arrangements with regard to the withdrawal of the British troops from Peking.

In connection with this demand for just punishment, to be forthwith carried out upon the authors of the crimes committed by Pao Taotai, and the Brigadier-General Yu Ching-ming last year, in the city of Chuchow, the captain of the garrison of that city was beheaded last Sunday at 4 o'clock in the afternoon, but a petition was sent in protesting somewhat against the execution of this man, Chou Tszeteh, and declaring that the chief instigators or authors of the massacres were the Taotai Pao Tsungling, and Brigadier-General Yu Ching-ming, and the popular feeling in Hangchow is that it is unjust to take the captain and let the other two chiefs go free, i.e. from the death penalty. On Sunday, the 18th inst., a gross insult was offered to the British authorities by allowing Pao Taotai to leave the city of Hangchow on that day in a green chair, *luhukiao*. This was purposely arranged by the Futai or Nyitai on the Sunday, thinking that all the foreigners would be at worship and would know nothing of the affair. This was telegraphed last Wednesday to the British Consul-General at Shanghai, who must have sent it on to Peking at once, as Li Hungchang has telegraphed, asking, "If it be true that Pao Taotai left Hangchow in a *luhukiao*, a green chair?" All the officials are at their wits' end about it in Hangchow. It is a fact, nevertheless, however much the Futai himself may be ignorant of it; and this is very questionable indeed. The Futai likely is at the bottom of it. This means to the gentry and people of Hangchow—the provincial capital of Chekiang, whence the news is rapidly communicated to all Prefectures and Hsiens in the province—that even Pao Taotai's official rank had not yet been taken from him. The voice of the intelligent and well-to-do of Hangchow is at present to execute Chou Tszeteh in this way, and leave the two chiefs not only untouched, but still honoured, in *peh kung dao*, unjust, unfair, but, "if the chiefs were thus executed," the people are saying, "a thousand years hence none will say it is unjust, unfair." The gentry of Hangchow are all aware of the just demands made by Consul-General Warren last year, and they praise Hoh Tajen (Consul Warren) up to the skies, saying—"He has asked for nothing more than what was just, and they say his judgment was as clean as if he had seen the massacres himself."

[We hope to be able to give an account of the execution in a few days.—Ed. S. M.]

Cuba having accepted the Platt amendment, says the Washington correspondent of the *Herald*, Gen. Miles has officially recommended to Secretary Root that one-half of the American force now policing the island be withdrawn, and that the work be turned over to the Cubans, in order that they may be prepared to accept full responsibility for preserving order.

It is Gen. Miles' belief that such a step would settle beyond doubt the capacity of the Cubans for self-government. If any disturbances occur troops can promptly reoccupy the island. There are now less than 5000 men on the island.

Notwithstanding the argument made by Gen. Miles it is not believed that the President and Secretary Root will deem it advisable to reduce the American force in Cuba until next spring, when a gradual withdrawal of troops will begin. The moment the Cuban government assumes control the last American regiment will leave the island.

Despite of wars real and mimic, the thought of England has been directed during the past week to a monument of peace. The plans for the national memorial to the late beloved Queen have, it is officially announced, been chosen by the Committee. Mr. Brock, R.A. and Mr. Aston Webb A.R.A. are the successful competitors. To the latter will be entrusted the general treatment of the space in part of Buckingham Palace, while the statue of the Queen, and the group in which it will be set, is in the hands of Mr. Brock.

London, August 4th.

ENGLAND ON HER KNEES.

London is stirred to her apathetic depths to-day—a heading of one daily—"England on her knees" expresses the terrible situation, and an unholy glee pervades the French press. In a word the end of the first week of the naval manoeuvres sees the enemy with practical command of the Channel, our defending fleet paralysed by the capture of its eyes the cruiser and destroyer squadrons, and the South Coast in hourly expectation of invasion. There is a consensus of opinion as to the skill shown by Admiral Wilson in his conduct of the "war." Not only has he, on every occasion, out-maneuvred his opponents, but his intelligent anticipation of their movements has been from first to last, so remarkable, that disconsolate B. Fleet is reduced to supposing that in some way he was actually made aware of the plan of defence. Undoubtedly in such mimic warfare, the attacking side has an advantage, for to equal familiarity with the waters, the enemy's commander adds converseance with the general strategic ideas for the protection of the country, which obtain at the Admiralty, and has therefore a foundation for his assumption of British movements. Granting all this, however, the failure of the defending fleet to retain, even for a few days, the command of the Channel is disconcerting, and taken in conjunction with the joyous bark of the French papers, that "it is now indisputably established, that England can be easily invaded, and her navy defeated in detail," points a very clear moral, upon which the more thoughtful journals are already dwelling. It is no new thing, this cry for an increase in the navy, and specially in its material. No fewer than ten of our battleships carry muzzle-loading guns, discarded by every other Power in the world, except Italy, which retains on her active list one ship so armed—and these ten though included in all Admiralty calculations ought to be entirely ignored—they would speedily be sunk or put out of action, by far smaller foreign vessels provided with modern artillery. Even out of our meagre supply of ten coast defence ships, seven are partially armed (sic) with muzzle-loaders. The lethargy of holiday-taking is on the public at large, that public which steps in the sure confidence that our fleet at least is invincible,—however inefficient the Army—and as yet there has been no outcry over the inadequacy of our naval protection as revealed by the manoeuvres, nevertheless a deep impression has been made, of which more will be heard anon.

KRITZINGER'S MESSAGE.

This week has also witnessed the receipt of Kritzinger's insolent and inhuman message to General French, which even the *Pro-Boer* press is at a loss to defend or condone. The leading organ of that party passed over the subject, in a silence which has been characterized as "indecent," and contented itself with reporting the murder of Kaffir scouts and a wounded Yeoman under the title of "Executions."

In Parliament last night, Mr. Chamberlain spoke with no uncertain voice, upon the subject. He informed the House, that he had telegraphed to Lord Kitchener directing him to try by court-martial all persons captured, accused of committing such acts, or authorising them, and in the event of a verdict of guilty being returned, the death penalty was to be exacted. Further, Lord Kitchener was instructed to convey this decision to Kritzinger, who it is generally to be hoped may by an early suffer thereby—at least this is the sentiment which appears to be general. One notable admission of Mr. Chamberlain's speech is worthy of remark—"I do not hesitate now to say, that we have shown a mistaken leniency. It is a policy of the past."

In his accepted design, of which the det. is not yet quite complete, the figure of Her late Majesty faces the Mall, with the figures of Truth on her right hand, and of Justice on her left. Courage and Constancy are depicted at her feet, and winged Victory crowns the sculpture. Looking towards the Palace is the figure of Maternity, symbol of Her who was always a mother of Her people. The whole statue will be grouped on a column of stone, standing in a circular space, raised above the level of the ground and approached by steps on both sides. Right and left will be figures representing the Army and Navy, and beneath them water will gush out into lunette-shaped pools 30 feet wide.

The plans involve a reconstruction of the whole surrounding space, and the inclusion of portions of St. James' Park, together with the construction of a new arcade of pillars and gates, instead, and considerably in front of the present railing. This enclosure is to be called "The Queen's Garden." Designs, of little value to the unprofessional eye, but those qualified to form an opinion from them, seem, for the most part, satisfied that the Memorial as projected will be worthy of the Empire, and of Her we seek to honour.

THE LATE LADY HILDA BRODRICK.
The sad death of Lady Hilda Brodrick, wife of the Secretary for War, has cast a gloom over official London, the more so, that it was unexpected, her illness having been very short. Mr. Brodrick was speaking in the House only thirty-six hours before the sad event took place. Great sympathy is expressed for him in all quarters. Mr. Dillon, M.P. making a feeling reference on behalf of the Irish party—thus demonstrating anew the British capacity for combining the bitterest opposition towards a political foe with a kindly sentiment for the same man in his private capacity.

Lady Hilda was the third daughter of the Earl of Wemyss, and leaves a son and four daughters, one of whom is engaged to Lord Tweedmouth's heir.

ANOTHER RUMOUR.
The rumour wired to London from Shanghai, respecting the projected surrender of Wei-Hai-Wei to Germany, has received little attention in England, though one daily is at pains to point out that Wei-Hai-Wei is far more valuable to the Germans, already established in Shantung, than to us, and that moreover our retirement from the stronghold would be diplomatic in the sense that it would remove a constant source of irritation to Russia, and would be advantageous to us by providing a buffer to Russian aggression. These theoretical considerations form interesting reading, but what is missing is the faintest indication of the German *quid pro quo*. A Berlin paper states the idea as being the outcome of either journalistic imagination, or the existence of a bad attack of nerves among the English Colony in Shanghai. However that may be, the interest aroused in that small fraction of China folk at home who are not tied to country or seaside, appears to be languid in the extreme. In fact the only criticism I have yet been able to extract was somewhat as follows:—"H'm, yes, 'mistake somewhere' h'm, have you been to the China Exhibition?" There is more connection than appears on the surface, for the Exhibition of Chinese Art, which for some obscure reason has set itself in the savoury atmosphere of Whitechapel, is also of doubtful interest, merit or use. Sir Claude MacDonald was unfortunately prevented from performing the opening ceremony, which therupon devolved on Mr. Asquith. That brilliant speaker, after warmly congratulating the promoters on the accomplishment of their "useful and instructive work" could find little more original to remark, than that China had "for some months past" (the italics are mine) been a country of absorbing interest.

SIR HARRY PARKES.
The re-issue in an abridged form of the biography of Sir Harry Parkes, first published six or eight years ago, has recalled for a moment to a forgetful nation, the labours of that statesman of whom it is written (though with scant justice to men like Sir Robert Hart and Dr. Morrison) that he was "the only European who ever understood the Chinese." The book is especially instructive at the present time, otherwise it would be impossible not to regret the omission or rigorous curtailment of nearly all Sir Harry's letters and despatches. However, many people may read the abridged volume who would never tackle the more comprehensive biography.

"AS THE CHINESE SEE US."
Another recent book which has been well received, is Mr. T. G. Selby's "As the Chinese see us." Each chapter consists of a dialogue between a Chinaman and a European upon some subject in which each is represented as a specialist—the only unconvincing point about this arrangement being a painful, perhaps unworthy, but certainly human doubt, as to whether the author can really be an expert on so many different topics, and unless he is, there remains the uncertainty as to whether a given dialogue has been conducted on ideal lines of argument. The book is nevertheless clever, and attains Mr. Selby's object, which is to demonstrate that Europeans and Chinese think with such fundamental difference, that there is no possibility of their arriving at any true mutual understanding, and the racial aversion cannot be overcome.

MURDER ON A "BEN" LINE STEAMER AT SINGAPORE.

A serious affair occurred on board the s.s. *Bemmer* on the 28th ult., says the *Free Press*, while this vessel, which arrived that morning from London, was taking in cargo at Tanjong Pagar wharf, the second officer, Mr. R. W. Jones being stabbed to death by one of the crew.

It appears that the deceased was superintending the working of the cargo and went down the after hold of the steamer at about 2 p.m., when he found E. Lourney, an Italian able-seaman, asleep at his duty, which was to see that the cargo was properly stored in the hatch. On Mr. Jones reprimanding Lourney on his conduct, the Italian used a vile expression towards him, and the officer thereupon struck the Italian, who immediately drew his sheath knife and savagely stabbed the deceased in the abdomen. None of the ship's crew saw the deed, but the stevedore's coolies, working in the hold, witnessed the whole affair.

The Police were informed of the occurrence, medical assistance was immediately obtained from the *Patroclus* and *Felous* and a Singapore doctor was also telephoned for. The Italian was handed over to the Police, to whom deceased made a short statement before becoming unconscious, when he was removed to the General Hospital, which he unfortunately never reached alive, dying *en route*.

The inquest took place at 2 p.m., to-day. The accused appears before Mr. Sarwar in the Third Court to-morrow morning.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—
Athkinson A.
Angus, W.
Alexander, M. R.
Anderson, W. H.
Ainslie, Miss J.
Ainslie, Mrs.
Anderson, Mrs. E. F.
Atkinson, J. J.
Allard, Miss T.
Barton, Miss A. C.
Baker, Mr.
Bender, H.
Bowles, Mr. & Mrs.
Bracther, Hy.
Burke, Rev. P. G.
Burger, L. W.
Brown, A. J., D. D.
Browne, E.
Babonneau
Bonnet, F.
Brown, F. W.
Bilbrough, F.
Bertram, W.
Crammer, R. B.
Carlton, L. G.
Coles, A. T.
Chirichiole, G. N.
Chirisholm, J. I.
Craddock, H. E.
Cavill, Miss A.
Crilly, A. G.
Carolina, M.
Deor, C. L.
Douglass, Mrs. M. E.
Dyson.
Durant, A. H.
Esposito, E.
Eschauer, P.
Engert, M.
Excelior
Eck, M. H.
Esk, E.
Forest, Miss A.
Fitzsimmons, C. A.
Fleming, G.
Farr, A. J. M.
Frankland, A.
Faure, J.
Flying Jordans Circus
Forrest, M. P.
Frampton, Capt.
Fernandes, J. M.
Gye, H. W.
Genahro, I.
Gorcke, A.
Girard, A. V.
Goldsmith, Mrs.
Galbraith, E.
Grieve, A. R.
Grant, L. W.
Guthrie, J. R.
Gray, A. C.
Grothe, A.
Hall, E. A. S.
Heal, H. B.
Handid
Harston, Carl
Halcott, H.
Hermann, H.
Heaton, J. W.
Heldarth, S.
Haiman A.
Habram
Irvine, C. W.
Jones, Dr.
Jackson, J. G.
Jarvey, J.
Johnson, J.
Jesus, D. D.
James, S. C.
Johnstone, B. H.
Jamieson
Jephson, Capt. J.
Jarvis, A. C.
Jordan, L.
Jones, W. R.
Kirk, Dr. R.
Knight, H.
Kale, M.
Keelin, H.
Kappel, W. A.
Kisserant, Smith
Kahweiler, S.
Kelly
Laura, A.
Lettav, F. P.
Luz, D.
Little, Mrs. A.
Liv, R. J. P.
Lorenz, M.
Lebrun, D. W. P.
Lortet, P. M.
Lever, S.
Livingstone, J.
Leslie, M. H.
Limerick, W. E.
McGill, W. E.
McCracken, W. R.
Miller, R. E.

Mourice, M. F.
Angus, W.
McLean, A. E.
Miller, O. H.
Marshall, C. W.
Merchants Despatch & Transportation Co.
Mills, S.
Mills, F.
Maipang, W.
Mills, S. C.
Mitchell, W. T.
Mundie
Messy, Miss A.
Mullary
Mary
Maulle, H. L.
Macdonald
Mestres, B.
Macario
Mehreans, M.
Noton, R.
Nicholson, H. J.
Nieuw, L.
Norris, J. B.
Newby, Capt. A.
Newall, H. E.
Oswin, A.
Oviedo, F.
Olivier, The Hon.
Orosio, S. E.
Olet, H. M.
Palmer, W. B.
Painter, Rev. T. W.
Palmer, C. D.
Davis, J. W.
Panti, O.
Parks, W. J.
Peterson, W.
Polakoff, M. M.
Policar, A. J.
Piscarin, W. G.
Parfitt, J. S.
Pereira, Mrs. C.
Pettit, J. D.
Piong, A.
Ridgway, T.
Robinson, C. T.
Rouch, S. C. L.
Raine, Miss P.
Russell, M.
Roshchild, O. F.
Ruid, J. G.
Robinson, C.
Robles, M.
Richardson, W. N.
Robinson, Miss
Ross, C. H.
Rutledge, H. B.
Rice, C.
Rauget
Rosa, E. da
Sig, J. R.
Shakoor, A. C.
Shaffer, S.
Stemmwarte
Singh, C.
Sampson, J.
Silva, S. N.
Salva, C. de
Stephenson, Miss G.
Soldner, P.
Stiwell, J. K.
Sindlands
Smith, A. H.
Sims, W. A.
Superintendent
Stivell, J. K.
Samuel, C. J.
Singh, G.
Sprague, O.
Soolayman, H.
Sanborne, Dr. G.
Thomson, L. C.
Trick, R.
Thomas, Mrs. J.
Turley, H. H.
Townland
Thompson, C. W.
Taylor, C.
Tummler, W.
Torrance, J. C.
Tome, T.
Thomson, C. W.
Valentine, A.
Varnay, Miss L. W.
Vass, Capt.
Vance, D. H.
Westcott, H.
Webster, D. E.
Weissmann, B.
Walker, H. W.
William, J.
Walker, J. D.
Walker, O. H.
Wilson, F.
Worder, E. C.
Wennerg, H. O.
West, Capt. W. H.
Withington, I.
William, I.

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Allard, Miss T.
Barton, Miss A. C.
Baker, Mr.
Bender, H.
Bowles, Mr. & Mrs.
Bracther, Hy.
Burke, Rev. P. G.
Burger, L. W.
Brown, A. J., D. D.
Browne, E.
Babonneau
Bonnet, F.
Brown, F. W.
Bilbrough, F.
Bertram, W.
Crammer, R. B.
Carlton, L. G.
Coles, A. T.
Chirichiole, G. N.
Chirisholm, J. I.
Craddock, H. E.
Cavill, Miss A.
Crilly, A. G.
Carolina, M.
Deor, C. L.
Douglass, Mrs. M. E.
Dyson.
Durant, A. H.
Esposito, E.
Eschauer, P.
Engert, M.
Excelior
Eck, M. H.
Esk, E.
Forest, Miss A.
Fitzsimmons, C. A.
Fleming, G.
Farr, A. J. M.
Frankland, A.
Faure, J.
Flying Jordans Circus
Forrest, M. P.
Frampton, Capt.
Fernandes, J. M.
Gye, H. W.
Genahro, I.
Gorcke, A.
Girard, A. V.
Goldsmith, Mrs.
Galbraith, E.
Grieve, A. R.
Grant, L. W.
Guthrie, J. R.
Gray, A. C.
Grothe, A.
Hall, E. A. S.
Heal, H. B.
Handid
Harston, Carl
Halcott, H.
Hermann, H.
Heaton, J. W.
Heldarth, S.
Haiman A.
Habram
Irvine, C. W.
Jones, Dr.
Jackson, J. G.
Jarvey, J.
Johnson, J.
Jesus, D. D.
James, S. C.
Johnstone, B. H.
Jamieson
Jephson, Capt. J.
Jarvis, A. C.
Jordan, L.
Jones, W. R.
Kirk, Dr. R.
Knight, H.
Kale, M.
Keelin, H.
Kappel, W. A.
Kisserant, Smith
Kahweiler, S.
Kelly
Laura, A.
Lettav, F. P.
Luz, D.
Little, Mrs. A.
Liv, R. J. P.
Lorenz, M.
Lebrun, D. W. P.
Lortet, P. M.
Lever, S.
Livingstone, J.
Leslie, M. H.
Limerick, W. E.
McGill, W. E.
McCracken, W. R.
Miller, R. E.

Mourice, M. F.
Angus, W.
McLean, A. E.
Miller, O. H.
Marshall, C. W.
Merchants Despatch & Transportation Co.
Mills, S.
Mills, F.
Maipang, W.
Mills, S. C.
Mitchell, W. T.
Mundie
Messy, Miss A.
Mullary
Mary
Maulle, H. L.
Macdonald
Mestres, B.
Macario
Mehreans, M.
Noton, R.
Nicholson, H. J.
Nieuw, L.
Norris, J. B.
Newby, Capt. A.
Newall, H. E.
Oswin, A.
Oviedo, F.
Olivier, The Hon.
Orosio, S. E.
Olet, H. M.
Palmer, W. B.
Painter, Rev. T. W.
Palmer, C. D.
Davis, J. W.
Panti, O.
Parks, W. J.
Peterson, W.
Polakoff, M. M.
Policar, A. J.
Piscarin, W. G.
Parfitt, J. S.
Pereira, Mrs. C.
Pettit, J. D.
Piong, A.
Ridgway, T.
Robinson, C. T.
Rouch, S. C. L.
Raine, Miss P.
Russell, M.
Roshchild, O. F.
Ruid, J. G.
Robinson, C.
Robles, M.
Richardson, W. N.
Robinson, Miss
Ross, C. H.
Rutledge, H. B.
Rice, C.
Rauget
Rosa, E. da
Sig, J. R.
Shakoor, A. C.
Shaffer, S.
Stemmwarte
Singh, C.
Sampson, J.
Silva, S. N.
Salva, C. de
Stephenson, Miss G.
Soldner, P.
Stiwell, J. K.
Sindlands
Smith, A. H.
Sims, W. A.
Superintendent
Stivell, J. K.
Samuel, C. J.
Singh, G.
Sprague, O.
Soolayman, H.
Sanborne, Dr. G.
Thomson, L. C.
Trick, R.
Thomas, Mrs. J.
Turley, H. H.
Townland
Thompson, C. W.
Taylor, C.
Tummler, W.
Torrance, J. C.
Tome, T.
Thomson, C. W.
Valentine, A.
Varnay, Miss L. W.
Vass, Capt.
Vance, D. H.
Westcott, H.
Webster, D. E.
Weissmann, B.
Walker, H. W.
William, J.
Walker, J. D.
Walker, O. H.
Wilson, F.
Worder, E. C.
Wennerg, H. O.
West, Capt. W. H.
Withington, I.
William, I.

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Shiuchingchong.
Soonkei (9988).

Intimations.

HONGKONG CRICKET CLUB.
THE ANNUAL GENERAL MEETING of the HONGKONG CRICKET CLUB will be held in the CRICKET CLUB PAVILION, on MONDAY, the 9th September, at 5.15 P.M.
P. A. COX,
Honorary Secretary.
Hongkong, 28th August, 1901. [930c]

CANTON DISTRICT.
LOCAL NOTICE TO MARINERS,
No. 59.
Discontinuance of
HIGH ISLAND BARRIER LIGHTS.
NOTICE is hereby given that HIGH ISLAND BARRIER having been removed the RED and GREEN LIGHTS now indicating the passage through the barrier will be discontinued on the 15th instant, and in their stead a GREEN LIGHT will be exhibited from a Beacon on the Northern Point of HIGH ISLAND.
The Beacon is a quadrangular open work structure of wood, 10 feet high, painted white. The distance from the Beacon to low water mark is 30 feet, and its base is 4 feet above high water mark.
L. A. BYWORTH,
Harbour Master.
Approved,
F. A. MORGAN,
Commissioner of Customs.
Custom House,
Canton, 1st September, 1901. [963c]

JUST RECEIVED.
FIRST SEASON'S CONSIGNMENT of
AMERICAN ASPARAGUS & DESSERT FRUITS, ALL KINDS.
Apply to
G. GIRAULT.
Hongkong, 20th August, 1901. [967c]

NOTICE.
I BEG to give Public Notice that I decline to be any longer RESPONSIBLE for any DEBTS incurred by my WIFE or my CHILDREN.
JOHN CARROLL.
Hongkong, 31st August, 1901. [942c]

DENTISTRY.
SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST.
No. 4, Queen's Road Central.
Hongkong, 3rd January, 1901. [16c]

HONG SING,
8 Beasfield Arcade.
ENTIRELY NEW STOCK of the Newest Patterns in Cloths, Canvas, and Ducks. Complete Gentlemen's Outfitting.
Hongkong, 30th August, 1901. [96c]

T. M. STEVENS & CO.
CARRY IN STOCK
A FULL LINE OF "GERMINAL" MANILA CIGARS.
T. M. STEVENS & CO.
Beasfield Arcade.
Hongkong, 2nd September 19

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
TIENTSIN	FOOCHOW	6th instant.
SHANGHAI	SZECHUEN	10th instant.
MANILA	SUNGLANG	13th instant.
ILOILO and Cebu	RAIFONG	14th instant.
YOKOHAMA	CHINGTU	15th instant.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is on board.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th September, 1901.

OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS.	DUE.
GLASGOW AND LIVERPOOL.....	"PYRREUS"	5th instant.
"	"ULYSSES"	12th instant.
"	"AGAMEMNON"	19th instant.
"	"CALCHAS"	26th instant.
"	"NESTOR"	1st October.
"	"LAERTES"	9th October.

HOMEWARDS.

FOR		STEAMERS.	TO SAIL
LONDON		"IDOMENEUS"	17th instant.
		"TY EUS"	1st October.
		"PYRREUS"	15th October.
		"AGAMEMNON"	29th October.
		"ORESTES"	15th instant.
LIVERPOOL (DIRECT).	} (Taking Cargo at LONDON RATES).	"ULYSSES"	15th October.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 3rd September, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

“ANPING MARU”

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 11th Sept., at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 28th August, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

THE Company's Steamship

“CARINTHIA”

Captain Marochino, will leave for the above place, on THURSDAY, the 12th September, P.M.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 29th August, 1901.

SHEWAN, TOMES & CO'S “NEW YORK” LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

“ATAKA”

Captain will be despatched for the above Port, on or about the 13th instant.

To be followed by the

S.S. “ANAPA”

about 15th October, 1901.

For Freight, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 3rd September, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH

THE ATCHAFON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO AND SAN FRANCISCO

VIA SHANGHAI INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

“Carlisle City” about Sept. 15

“Strathgyle” about Oct. 15

THE Steamship

“CARLISLE CITY”

will be despatched for SAN DIEGO and SAN FRANCISCO, via KOBE, YOKOHAMA, and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 15th July, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FUME AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

“CHINA”

Captain Levi, will be despatched as above on TUESDAY, the 12th September, P.M.

For Information as to Passage and Freight, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 28th August, 1901.

“GLEN” LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

“GLENGYLE”

Captain T. Darke, will be despatched for the above Port, on the 28th September, 1901.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW, Agents.

Hongkong, 28th August, 1901.

Shipping.

STEAMER.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

“HAITAN”

Captain Roach, will be despatched for the above Ports, TO-MORROW, the 5th instant, at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIR & Co., General Managers.

Hongkong, 4th September, 1901.

SAILING VESSELS.

FOR NEW YORK.

THE 3/5 A. I. American ship

“I. F. CHAPMAN”

having arrived is now ready to load for the above Port and will have quick despatch.

For Freight, apply to

ARNHOLD, KARBURG & Co.

Hongkong, 12th August, 1901.

FOR NEW YORK.

THE 3/5 A. I. American ship

“MANUEL LLAGUNA”

will load during September and October, sailing about 25th October.

For Freight, apply to

SHEWAN, TOMES & CO.

Hongkong, 8th July, 1901.

Notices of Firms.

NOTICE.

MR. C. E. WARREN begs to inform his numerous Customers that he will REMOVE his Office to more commodious Premises at WYNDHAM STREET (Opposite to the CLUB GERMANIA) on the 1st August next.

Hongkong, 23rd July, 1901.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING Shareholders are requested to send in a Statement of Business contributed during the Half Year ended 30th June, 1901, on or before the 10th Sept., on which date the Accounts will be CLOSED.

By Order of the Board of Directors.

THOS. I. ROSE, Secretary.

Hongkong, 22nd August, 1901.

NOTICE.

PUNJOM MINING CO., LIMITED.

THE OFFICE of the Company has this day been REMOVED to No. 15 BEACONSFIELD ARCADE, FIRST FLOOR.

W. H. GASKELL, Secretary.

Hongkong, 3rd September, 1901.

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AQUILAR STREET.

H. RUTTONJEE, 5, D'Aquilar Street.

Hongkong, 27th April, 1900.

To be Let.

TO LET.

NO. 1, STEWART TERRACE—THE PEAK.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901.

TO LET.

GODOWN—No. 5A, DUDDELL STREET.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901.

TO LET.

A HOUSE in RIFTON TERRACE.

“THE RETREAT” MOUNT KELLET.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901.

TO LET.

SHOP or OFFICE and TOP FLOOR, of No. 70, QUEEN'S ROAD CENTRAL.

For Particulars, apply to THE MEDICAL HALL.

Hongkong, 24th August, 1901.

TO LET.

NO. 3, ORMSBY TERRACE—KOWLOON.

Apply to PUN HUNG.

8, Queen's Road Central.

Hongkong, 17th July, 1901.

TO LET.

POSSESSION from September, “THE CASTLE” on CASTLE ROAD.

Apply to No. 5, BEYMOUR TERRACE.

Hongkong, 10th August, 1901.

For Sale.

FOR SALE.

RURAL BUILDING LOT, No. 1, situated upon MOUNT GOUGH, THE PHAIX, together with the Four Houses standing thereon. The owner is prepared to accept an offer for the whole, or to sell the houses separately, subject to the existing tenancies, any portion of the purchase money can remain on Mortgage at 8% per annum. For Particulars, apply to

PENNYS & BOWLEY, Solicitors.

SUPREME COURT HOUSE.

Hongkong, 24th August, 1901.

FOR SALE.

SEVERAL MODERN BOOKS on Engineering Subjects.

For List, apply

Co. The Hongkong Telegraph.

Hongkong, 10th August, 1901.

FOR SALE, CHEAP.

COTTAGE PIANO by BORD, of PARIS, Three years old, in Excellent Condition. For Price &c. apply to

THE ROBINSON PIANO CO.

Hongkong, 27th May, 1901.

AT WAR FOR THIRTY YEARS.

GUERRILLA FIGHTING THAT STARTED IN 1873 AND IS GOING ON STILL.

When we feel most disappointed over the duration of the war in South Africa, we may remember that guerrilla war is seldom short-lived; indeed, they sometimes attain a good age, witness the one in Sumatra, which dates its commencement from 1873.

The Colonial troops of the Netherlands Government have waged war against the Atjehers, as the inhabitants are called, almost incessantly since 1873. Sumatra is three times as large as England in area and the stoutest resistance to the Dutch has been made by the people in the north-west portion. The military operations have cost the Dutch millions of pounds sterling, and the lives of thousands of their men; while the people are as unsubdued as ever.

History is said to repeat itself, and certain it is that many of the incidents and methods of the war in Sumatra find their counterpart in the South African campaign of the present time.

ATJEH AND ITS PEOPLE.

Atsjin, or Atjeh, is the part of Sumatra which we call Achin, and before 1873 it was an independent Malay state, ruled over by a Sultan, whose seat was at Atsjin, a town of 30,000 inhabitants in the north-west of the island. But by virtue of an old treaty the Dutch exercised a “suzerainty” over him very similar to that exercised by the British formerly when the Transvaal was a separate State, since it precluded the Sultan from arming his State beyond a certain extent, and further forbade the treating of the Sultan with foreign Powers.

The Sultan had England to thank for the independence which he enjoyed, since it was a provision of a treaty signed by the British and Dutch Governments in London as far back as March 24, 1824.

The Sultan's subjects numbered two millions. The people are a dark-skinned race, of small stature, but bloodthirsty and revengeful. They are excellent sailors, passionate lovers of opium-smoking and betel-chewing, and much addicted to piracy. They were good weavers of cotton and silk stuffs, and clever workers in silver and gold, their country being rich in the last-named precious metal.

Before the war began the Sultan lived in truly Oriental splendour, having no fewer than 1,000 tame elephants in his stable and 200 vessels in his fleet; but that is all changed now—elephants and ships are no more.

THE SUZERAINTY AGAIN.

About the year 1870 another Sultan was ruling, who (like ex-President Kruger) would not recognise the suzerainty of the Netherlands, and who disregarded the terms of the treaty his predecessor had agreed to, as to discountenancing slavery and piracy. He even went a step further, for he became himself guilty of both these crimes.

While the Governor-General for the Dutch Indies was endeavouring to come to terms with him, to which he represented he was willing, he was secretly preparing for war, and gathering arms and ammunition; and, further, he was seeking assistance from foreign Powers. (Surely Oom Paul took this Sultan as his model).

That at least is the official reason given by the Dutch for the declaration of war by the Governor-General on March 26, 1873, against Ala ed-din Mansoor-sjah, the ruling Sultan.

On April 5 of the following year General Kohler arrived, with 4,000 men and one battery of artillery, while ten ships lay along the coast and rivers. Four days later he besieged the town of Mussij, and entered it. But the Kraton, the great fortified place of the country, was a different piece of work, and although the attempt was repeatedly made, it did not then succeed. The Dutch troops were beaten off with great loss, and the general himself killed.

MAKING A FRESH START.

The wet season then set in, and nothing further was done until the following December, when a fresh start was made—this time with 12,000 men under General van Swieten. He was more successful, and after besieging the famous Kraton fortification for three full weeks, finally entered it on January 24, 1874.

This portion of the account reads very much like that of the recent attempt of the British to force a passage over the Tugela. Strange to relate, the Atjehers made a special point of picking out the officers and shooting them, just as the Boers did before the dress for officer and man was made alike. Experience is a good school-mistress, and the Dutch learned the lesson all those years ago, and applied the wisdom so gained by dressing the officers like the men. But it is surely against the war “officials” creed to profit by the experience of others, however dearly bought, for it was only after the loss of very many British officers that the necessity for the officers and men being dressed alike seems to have forced itself home.

With the fall of the Kraton, the regular war was over, but then began that guerrilla war which has been kept going ever since. The troops would be suddenly alarmed in the night, shot exchanged, with an invisible enemy, and a few lost by killed and wounded; when morning came there would be no sign of the enemy. At some places, generally near a river, the troops formed encampments, rough sheds were thrown up to protect the stores, and several thousand tons of coal put ashore as a supply for the smaller steam vessels. Some dark evening the sheds and coals would be found ablaze, and upon the troops turning out to swamp the fire they would be shot at by foes hidden from sight.

MOVING VILLAGES.

Owing to the rapid rise and fall of the waters of the Sumatra, causing heavy floods, many of the inhabitants dwell in houses that would float, these dwelling places being anchored to piles.

On some occasions the troops set off on punitive expeditions against some village composed of such floating houses, but the report of their coming would precede them, and when they reached the spot they would find the village “conspicuous by its absence,” as the expression goes—the villagers having drifted their dwellings off to another quarter, and scattered in some swamp.

The thickly-wooded hills and jungle swamps of the country lent themselves readily to guerrilla warfare.

That the war is not yet over may be gathered from the fact that the month of January last saw an expedition preparing which would “bring the entire country under the domain of the Dutch,” as the report puts it, but so many previous expeditions have been sent out with the same object and failed that the writer of the statement should have added “perhaps.”

It is pretty safe to take forty millions sterling as the cost, as it is certainly not less, and probably very much more. When it is borne in mind that the population of the Netherlands is about five millions, or, roughly, the same as the population of London, the relative importance of these figures becomes more marked.

MAY PAY AFTER 1910.

The Uganda Railway—583 miles long—has been favourably reported on by Colonel Gracey, R.E., who says his “inspection has given him a favourable impression of the care and judgment with which the greater part of the railway has been located, and the work also appears to have been carried out in a generally satisfactory manner under exceptional circumstances.”

“Allowing a margin for contingencies my estimate therefore is that the rails should reach Lake Victoria about October 1901, the earth work should be completed about March 1902, and the American viaducts a very few months later.”

“With work everywhere in progress it is extremely difficult to form any reliable estimate of what the cost of completing and equipping the line will be, and the following figures are merely offered as the best rough approximate estimate that I can make.—The total amounts to £5,200,000, of which I estimate that about £4,000,000 will be spent after March 31, 1902.”

“The paying prospects of the railway in the next few years are not bright, as working estimates show what even with one train each way daily the expenditure will not be far short of £200,000, and I do not think it would be safe to estimate the receipts in the immediate future to be more than £100,000; the Government may therefore expect to have to find £100,000 to 1902-1903, gradually declining to nothing in about 1910, and after that a small net return on the capital expended may be reasonably looked for.”

Shipping.

ARRIVALS.

PRINCESS IRENE, German steamer, 6,686 P.

Wettin, 3rd Sept.—Yokohama 24th Aug., Kobe 25th, Nagasaki 26th, Shanghai 31st, and Fochow 2nd Sept. Mails and General.

MECHERL & Co.

DIDO, British cruiser, 5,600, Tillard, 3rd Sept., from a cruise.

BRISAGO, Italian steamer, 1,901, P. Brusca.

Pietro, 4th Sept.—Singapore 29th Aug., General—Carliwitz & Co.

HAICHING, British steamer, 1,270, W. Davis.

4th Sept.—Haiphong 31st August, and Haiphong 3rd Sept. General—Douglas, Laprak & Co.

PROGRESS, German steamer, 687, H. Meyer.

4th Sept.—Touren 1st Sept., General—Siemssen & Co.

YEDO MARU, Japanese steamer, 1,069, K. Nishigawa.

4th Sept.—Cheloo 29th Aug., Beans and General—Lee Wing.

ELCANO, American steamer, 501, R. de Albenage.

3rd Sept.—Manila 31st August, Ballast—Brandab & Co.

NOTANDA.

CALENDAR.

SEPTEMBER.

Meteorological means based on fifteen years' observations to 1898.

Barometer	29.755
Thermometer	81.0
Humidity	83
Rainfall	13.482

TO-DAY.

WEATHER REPORT.

	On date at 4 p.m.	On date at 10 p.m.
Barometer	29.84	29.77
Temperature	84	82
Humidity	72	76
Rainfall	—	—

TO-DAY.

Wednesday, 4th September, 1901.

Chinese—22nd of 7th moon of 27th year of Kwang-si.

Sun—Rises	5 hr. 45 min.
Set	6 hr. 12 min.
High water—Morning	6 hr. 30 min.
Afternoon	6 hr. 30 min.
Low water—Morning	6 hr. 30 min.
Afternoon	6 hr. 30 min.

ANNIVERSARIES.

1839—Captain Elliot fired on by the battery at Kowloon City.

1870—French Republic declared.

1893—Netherlands Hospital opened by Sir W. Robinson.

1898—British and Egyptian flags hoisted at Khartoum.

TO-MORROW.

Thursday, 5th September, 1901.

Chinese—23rd of 7th moon of 27th year of Kwang-si.

Sun—Rises	5 hr. 45 min.
Set	6 hr. 12 min.
High water—Morning	6 hr. 30 min.
Afternoon	6 hr. 30 min.
Low water—Morning	6 hr. 30 min.
Afternoon	6 hr. 30 min.

ANNIVERSARIES.

1834—H. M. ships *Intrepid* and *Andromache* forced the passage of the Bogue.

1866—First Hongkong Stamp Act passed.

1898—Germany proclaims Kiaochow a free port.

1800—Capture of Malta.

AGENDA.

TO-DAY.

9 p.m.—Grand Military Tattoo on the Hongkong Volunteer Parade Ground.

TO-MORROW.

10 a.m.—D. Co.'s steamer *Haitan* leaves for Swatow, Amoy and Foochow.

Aquatic Sports at the V.R.C.

Cargo ex *Freiburg* subject to rent.

FRIDAY, 5th.

Daylight—E. & A. Co.'s steamer *Eastern* leaves for Sydney and Melbourne.

Aquatic Sports at the V.R.C.

SUNDAY, 6th.

O. S. K. Co.'s steamer *Daiji Maru* leaves for Tamsui via Swatow and Amoy.

Cargo ex *Freiburg* subject to rent.

TUESDAY, 10th.

Shewan Tomes' steamer *Alaka* leaves for New York via Suez Canal.

P. and A. steamer *Indravelli* leaves for Portland (Or.).

"Glen" line steamer *Glenroy* leaves for Nagasaki, Kobe and Yokohama.

WEDNESDAY, 11th.

Daylight—O. S. K. Co.'s steamer *Anging Maru* leaves for Foochow via Swatow and Amoy.

THURSDAY, 12th.

A. L. S. N. Co.'s steamer *Carinthia* leaves for Shanghai.

FRIDAY, 13th.

About—Shewan Tomes' steamer *Alaka* leaves for New York via Suez Canal.

Cargo ex *Salsuma* subject to rent.

SATURDAY, 14th.

Noon—P. & O. Co.'s steamer *Parramatta* leaves for Bombay.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information—

August 20th.

The officers of the *Catherine Ahear* (Capt. S. H. Beldon) are:—Chief officer, A. Buchanan, 2nd, R. Gillan, 3rd, R. M. Taylor, chief engineer, T. S. Laurie, 2nd, T. Barrie, 3rd, W. Park, 4th, W. Marks, Purser, M. J. Edwards.

The officers of the *Wing Sang* (Capt. H. Sellar) are:—chief officer, Mr. Bizard, 2nd, W. Wear, chief engineer, Mr. Smithers, 2nd, Mr. Bushby, 3rd, Mr. Moore.

August 23rd.

Mr. Short is temporarily chief officer of the *Haitan*.

Mr. S. Williams is appointed 3rd officer of the *Haitan*.

Captain Evans is temporarily commanding the *Haitan*, vice Captain Davis on leave.

Mr. Walters is appointed 3rd officer of the *Haitan*.

Mr. E. H. Kirman, late of American ship *M. Laguna*, is now 4th officer of the *Glenroy*.

August 26th.

Capt. Davis has resumed command of the *Haitan*.

Mr. Evans, chief officer, has returned to the *Haitan*.

Mr. Short, 2nd officer of the *Haitan*, has returned to that ship.

August 30th.

Captain W. Passmore has taken over the command of the *Haitan*.

Mr. Walters has joined the *Haitan* as 3rd engineer.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*Alaska*) 7th instant.
French (*Natal*) 9th instant.
Indian (*Ararat*) 10th instant.
Canadian (*Empress of Japan*) 10th instant.
American (*City of Peking*) 10th instant.
American (*Carillo*) 24th instant.

The D. S. S. & Co.'s steamer *Ararat* from Calcutta left Singapore for this port yesterday afternoon.

The S. T. & Co.'s steamer *Radnorshire* from Antwerp and London left Singapore at noon on 3rd inst., and is due here on or about the 9th inst.

The N. Y. K. Co.'s steamer *Mitsui Maru* (Bombay Line) left Kobe via Moji for this port on the 4th inst., a.m., and is expected to arrive here on the 11th inst.

The P. M. S. S. Co.'s steamer *City of Peking* left San Francisco on the 21st ult., instead of the time previously advised. She sails direct from San Francisco to Yokohama, her Honolulu call being omitted this voyage.

HONGKONG AND WHAMPOA DOCK RETURNS.

George Valentine at Kowloon Dock.

Victoria at Kowloon Dock.

Zafiro at Kowloon Dock.

Elcano at Kowloon Dock.

Pai Hoo at Kowloon Dock.

Hailong at Kowloon Dock.

Indravelli at Kowloon Dock.

Canton River at Kowloon Dock.

Coptic at Kowloon Dock.

Outward—13th August—*Canton, Konigsberg, Mojano*, 16th August—*Aw, Maru, Ulysses, Palawan*, 20th August—*Kleron, Malaya, Marianne*, 23rd August—*Agamemnon, Ceylon, Ixion*, 27th August—*Amber, Bamber, Olimpo, Hamburg*, 30th August—*Calchas, Inaba Maru, Anapa, Teukla, Dresden*.

Homeward—13th August—*Salazie, Wakasa Maru*, 16th August—*Jawa*, 20th August—*Indrani, Bayern*, 23rd August—*Annam, Glauco*, 27th August—*Aleous, Sambla, Kanagawa Maru, Sunda*, 30th August—*Wurzberg*.

Arrivals at Home—23rd August—*Glenartney, Pioncheus, Nurnberg*, 27th August—*Kitai, Annam*.

PASSED THE CANAL.

Anderson, Mr. W. H.

Andrew, Mr. D. A.

Angus, Mr. H.

Arnold, Mr. H.

Bailey, Mr. W. S.

Barlow, Mr. B. J.

Bell, Mr. J. T.

Beringer, Mr. F. J. G.

Black, Mr. J.

Bonner, Mr. A.

Brown, R. E., Major W.

Brown, Mr. J.

Brown, Mr. R. A.

Burnside, Mr. J.

Busustow, Mr.

Cameron, Mr. D. H.

Clark, Dr.

Cole, Mr. G. E.

Colombo, Mr. G.

Colson, Mr. J. S.

Conner, Mr. S.

Crookenden, Mr. M.

Devilbiss, Mr. P. C.

Discombe, Mr. G. M.

Dorehill, R. A., Major

Dyson, Major P. S.

Edwards, Mr. F. W.

Fernald, Mr. and Mrs.

Fischer, Mr.

Gardner, Mr. Bruce

Gibson, Mr. Kennedy

Glessmann, Mr. E.

Glover, Mr. C.

Grant, Mr. John

Greig, Mr. R.

Hamilton, Major

Hamilton, Mrs.

Hankey, Mr. E.

Heckford, Mr. R. G.

Henningsen, Mr. H. F.

Howard, Mr. Thos.

Huwkins, Mr. J. A.

Hughes, Mr. W. K.

Huke, Mr. A. N.

Innes, Capt.

Irvine, Mr. E. A.

Johansen, Mr. and Mrs.

Katsch, Mr. E. A.

Kiener, Mr. and Mrs. F.

Kirkwood, Mr. J.

Lazarus, Mr. N.

Limby, Mr. H.

Little, R. E., Major

Long, Mr. and Mrs. D. M.

Mackenzie, Mr. J. G.

Macdonald, Mr. D.

Marlow, Mr.

McAllister, Mr. J.

McKichine, Mr. H.

Mead, Mrs. and Miss

Michael, Mr. S. J.

Molchanoff, Mr.

Parish, Mr. W.

Pearce, Mr. W. W.

Peplor, Mr. T. M.

Pitcher, Mr. A. J.

Price, Mr. H.

Quennell, Lieut. W. A.

Reber, Mr. W. R.

Reel, Dr. L. R.

Reid, Mr. A.

Robertson, Mr. W. R.

Renmann, Mr.

Schow, Mr. C.

Scopinich, Mr. G. M.

Sellars, Mr. E.

Sergeant, Mr. P. W.

Sharp, Mr. A. L.

Simpson, Mr. A. E.

Slavin, Mr. J. M.

Smithers, Mr. R. G.

Taylor, Mr. D. G.

Taylor, Mr. W. G.

Templeton, Mr. F. P.

Thomas, Mr. Harry

Thomson, Dr. and Mrs.

Thomson, Dr. and Mrs.

Tibbey, Mr. H. M.

Wakeman, Mr. G. H.

Watts, Mr. and Mrs.

Frank W.

Whitley, Mr. W. J. G.

Williamson, Mr. and

Miss A. A. and child

Woolen, Mr. J.

Wright, Mr. and Mrs.

nurse and child

Katsch, Mr. E. A.

Kiener, Mr. and Mrs. F.

Kirkwood, Mr. J.

Lazarus, Mr. N.

Limby, Mr. H.

Little, R. E., Major

Long, Mr. and Mrs. D. M.

Mackenzie, Mr. J. G.

Macdonald, Mr. D.

Marlow, Mr.

McAllister, Mr. J.

McKichine, Mr. H.

Mead, Mrs. and Miss

Michael, Mr. S. J.

Molchanoff, Mr.

Parish, Mr. W.

Pearce, Mr. W. W.

Peplor, Mr. T. M.

Pitcher, Mr. A. J.

Price, Mr. H.

Quennell, Lieut. W. A.

Reber, Mr. W. R.

Reel, Dr. L. R.

Reid, Mr. A.

Robertson, Mr. W. R.

Renmann, Mr.

Schow, Mr. C.

Scopinich, Mr. G. M.

Sellars, Mr. E.

Sergeant, Mr. P. W.

Sharp, Mr. A. L.

Simpson, Mr. A. E.

Slavin, Mr. J. M.

Smithers, Mr. R. G.

Taylor, Mr. D. G.

Taylor, Mr. W. G.

Templeton, Mr. F. P.

Thomas, Mr. Harry

Thomson, Dr. and Mrs.

Thomson, Dr. and Mrs.

Tibbey, Mr. H. M.

Wakeman, Mr. G. H.

Watts, Mr. and Mrs.

Frank W.

VESSELS IN PORT.

Steamers.

CLAM, British steamer, 2,310, J. Evans, 1st Sept.—Singapore 24th Aug. Bulk Oil.—Arnhold, Karberg & Co.

CORTIC, British steamer, 2,744, J. H. Rinder, R.N.R., 30th Aug.—San Francisco 2nd Aug., Honolulu 9th, Yokohama 22nd, Kobe 23rd, Nagasaki 25th, and Shanghai (Wooing) 25th, Mails and General.—O. & S. S. Co.

DR. HANS JENSEN, Norwegian steamer, 601, H. Larsen, 3rd Sept.—Canton and Sept. General.—Hansing, Buschmann & Menzell.

DUKE OF FIFE, British steamer, 3,721, J. S. Cox, 3rd Sept.—Tacoma via Ports 3rd July, General.—Dodwell & Co., Ltd.

EASTERN, British steamer, 3,500, Winthrop Ellis, 1st Sept.—Kobe 27th Aug. General.—Gibb, Livingston & Co.

FAUSANG, British steamer, 1,415, T. A. Mitchell, 2nd Sept.—Java 23rd Aug., Sugar.—Jardine, Matheson & Co.

FOOCHOW, British steamer, 1,253, C. Simale, 2nd Sept.—Canton 1st Sept. General.—Butterfield & Swire.

GLENFALLOCH, British steamer, 1,434, R. S. Bainbridge, 30th Aug.—Sourabaya via Singapore 18th Aug. General.—Joo Teik Sang.

GLENKEL, British steamer, 3,141, Forbes Selby, 31st Aug.—Oman Co 23rd Aug. Coal.—McGregor Bro. & Co.

HAITAN, British steamer, 1,183, J. S. Roach, 3rd Sept.—Foonchow 31st Aug. Amoy 1st Sept. and Swatow 2nd, General.—Douglas, Laiprak & Co.

HINSANG, British steamer, 1,360, P. M. B. Lake, 27th Aug.—Hongkong 25th August, Coal.—Jardine, Matheson & Co.

HIP SANG, British steamer, 1,040, Murray Crockett, 26th Aug.—Moji 21st Aug. Coal.—Jardine, Matheson & Co.

HONGKONG, French steamer, 723, J. Pannier, 2nd Sept.—Haiphong 30th Aug. General.—A. R. Marry.

INDRAVELLA, British steamer, 3,206, McGrath, 3rd Sept.—Moji 25th Aug. General.—A. Trading Co.

KATSUWAMA MARU, Japanese steamer, 405, Hayashi, 27th Aug.—Canton 27th Aug. General.—Chinese.

KUTSANG, British steamer, 1,495, T. W. Selby, 31st Aug.—Java 20th August, Sugar.—Jardine, Matheson & Co.

LAI SANG, British steamer, 2,224, G. Payne, 29th Aug.—Moji 23rd August, Coal.—Jardine, Matheson & Co.

LOONGSANG, British steamer, 1,092, G. S. Weigall, 3rd Sept.—Manila 31st August, Ballast.—Jardine, Matheson & Co.

LOYAL, German steamer, 1,006, Weichley, 3rd Sept.—Sourabaya 24th August, Sugar.—Siemssen & Co.

LYEMONG, German steamer, 1,238, Th. Lehmann, 3rd Sept.—Canton 2nd Sept. General.—Siemssen & Co.

MICHAEL REUSEN, German steamer, 710, Jensen, 2nd Sept.—Haiphong 29th Aug. Rice.—Jensen & Co.

NANSHAN, British steamer, 1,299, Allan Jones, 1st Sept.—Bangkok 26th August, Rice.—Bradley & Co.

NESS, British steamer, 1,961, W. Penn, 31st Aug.—Moji 26th August, Coal.—Missal Bussan Kaisha.

PAKSIAN, British steamer, 1,235, F. E. Ferris, 1st Sept.—Saigon 27th Aug. Rice and Flour.—Bradley & Co.

PATRIA, Danish steamer, 1,854, B. D. Larsen, 1st Sept.—Moji 25th August, Coal.—Melchers & Co.

PICCOLA, German steamer, 875, E. Möller, 1st Sept.—Hanoi 27th Aug. Sugar and Wood.—E. Asiatic Trading Co.

PROTECTOR, Norwegian steamer, 1,669, Thorsen, 26th Aug.—Moji 19th Aug. Coal.—E. A. Trading Co.

ROBERT DICKINSON, British steamer, 1,331, McDonnell, 29th Aug.—Penang 10th Aug., Bulk Oil.—Arnhold, Karberg & Co.

SANDAKAN, German steamer, 1,374, Brandketter, 29th Aug.—Sandakan 24th Aug. Timber.—Melchers & Co.

SATSUNA, British steamer, 4,100, McIntosh, 3rd Sept.—New York 17th June, and Manila 31st Aug. General.—Dodwell & Co., Ltd.

SHIRIA, German steamer, 4,879, Porzelens, 2nd Sept.—Shanghai 31st Aug. General.—Carlowitz & Co.

SITHONIA, German steamer, 6,668, E. Burmeister, 2nd Sept.—Moji 28th Aug. Coals.—Siemssen & Co.

TAICHOW, German steamer, 362, W. Reher, 28th Aug.—Bangkok 22nd Aug. General.—Butterfield & Swire.

TAIYUAN, British steamer, 1,429, Dawson, 1st Sept.—Sydney 10th Aug. General.—Butterfield & Swire.

TIENSTIN, British steamer, 1,250, Armistead, 2nd Sept.—Canton 2nd Sept. General.—Butterfield & Swire.

TRYONIA, British steamer, 1,069, Powell, 20th Aug.—Shanghai 16th Aug. Kerosine.—Arnhold, Karberg & Co.

VICTORIA, American steamer, 2,112, J. Pantan, 1st Aug.—Tacoma, U.S.A. 4th July, General.—Dodwell & Co., Ltd.

Sailing Vessels.

BRIZEUX, French ship, 1,400, Gonio, 7th Aug.—Cardiff 17th April, Coal.—Order.

CELESTE HURILL, British ship, 1,764, C. A. Treff, 29th May.—Manila 9th May, Ballast.—Order.

GEO. VALENTINE, French bark, 766, Harbert, 23rd Aug.—Haiphong 15th Aug. Ballast.—Order.

I. F. CHAPMAN, American ship, 2,013, Chapman, 10th Aug.—Kobe 19th July, General.—Arnhold, Karberg & Co.

LAUNDER, American bark, 906, McDougall, 14th Aug.—Cebu 6th Aug. General.—Master.

L. SCHEFF, American ship, 1,673, Kendall, 5th July.—Manila 25th June, Ballast.—Carlowitz & Co.

MANUEL LLAGUNA, American ship, 1,650, Nichols, 29th June.—New York 3rd Mar. Kerosine Oil.—Standard Oil Co.

MARECHAL DE VILLARD, French bark, 1,171, Rional, 31st May.—Cardiff 4th Jan. Coals.—E. A. Trading Co.

SEA WITCH, American ship, 1,172, Howes, 21st Feb.—Manila 18th Feb. Ballast.—Master.

SUSUTHANNA, American ship, 1,590, M. T. Bailey, 24th July.—Manila 17th July, Ballast.—Siemssen & Co.

VAL OF DOON, British bark, 772, Peterson, 31st Aug.—from Nar Yun, Wood.—Sander, Wieler & Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, September 4th, 1901.

Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 h.p., Comdr. G. G. F. M. Craddock, Shanghai.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, Shanghai.

Arcturion, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. S. Hart, Wootton.

Argonaut, 1st-class cruiser, 11,000 tons, 16,500 h.p., 16 guns, Capt. G. H. Cherry, R.N., Shanghai.

Atalanta, 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. A. W. Paget, C.M.O., Shanghai.

Aurora, 1st-class cruiser, 5,600 tons, 8,500 h.p., 14 guns, Capt. E. H. Bayly, C.M., Foonchow.

Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,165 h.p., Captain G. J. S. Warrender, Nagasaki.

Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 11,411 h.p., Capt. Henderson, C.M.O., Wootton.

Bramble, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wulu.

British 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 h.p., Commander Sir Bouchier-Wrey, Barr, Singapore.

Britomart, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Foonchow.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Capt. Wm. C. Pakenham, Japan.

Dido, 2nd-class cruiser, 5,000 tons, 11 guns, 9,600 h.p., Capt. Tillard, Hongkong.

Edith, 1st-class cruiser, 5,600 tons, 11 guns, 8,800 h.p., Captain Sloger, Amoy.

Endymion, 1st-class cruiser, 7,350 tons, 12,000 h.p., 12 guns, Capt. A. W. Paget, Wei-hai-wei.

Est, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. F. Blunt, Chinkiang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., in reserve.

Firbrand, 3rd-class gunboat, 455 tons, 4 guns, 350 h.p., Canton.

Glory, 1st-class battleship, 12,500 tons, 16 guns, 13,500 h.p., Capt. Corter, Wei-hai-wei.

Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. Wintz, Shanghai.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.

Hari, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Com. G. C. Handy.

Hummer, storeship, 1,640 tons, 800 h.p., Com. H. J. Davison, Shanghai.

Isis, 2nd-class cruiser, 5,000 tons, 11 guns, 9,600 h.p., Capt. Charles Windham, Hongkong.

Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,000 h.p., in reserve.

Linnit, gun-vessel, 756 tons, 2 heavy guns, 4 pounders, 870 h.p., Commander W. W. Smythe, Singapore.

Lizard, 1st-class gunboat, 715 tons, 6 guns, 870 h.p., Lieut.-Comdr. J. C. Watson, Singapore.

Ocean, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Hon. A. C. Curzon Howe, C.B., C.M.G., A.D.C., Wootton.

Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,800 h.p., Capt. J. H. Burke, C.B., Shanghai.

Otter, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 h.p., Lieut. and Com. C. P. Mansel, Shanghai.

Phaon, sloop, 1,060 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, Canton.

Pigmy, 1st class gunboat, 755 tons, 6 guns, 4,200 h.p., Capt. Oldham, Canton.

Pique, twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Shanghai.

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. G. V. de M. Cowper, Shanghai.

Rambler, surveying-ship, 583 tons, 650 h.p., Capt. Morris H. Smyth, Hongkong.

Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 h.p., Lieut.-Com. C. F. Corbett, Shanghai.

Robin, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. G. G. Webster, West River.

Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Com. C. Hamilton, Singapore.

Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Carr, West River.

Snipe, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut. and Commander Oldham, Yangtze.

Swift, 2nd-class gunboat, 756 tons, 6 guns, 870 h.p., in reserve Hongkong.

Taku, torpedo-boat destroyer, 250 tons, Lieut.-Comdr. C. P. Beatty-Pownall, Hongkong.

Tailor, 2nd-class cruiser, 5,600 tons, 11 guns, 8,800 h.p., Capt. F. G. Stopford, Hongkong.

Tamar, receiving ship, 4,600 tons, Commodore Robert C.B., Hongkong.

Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., Wei-hai-wei.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., in Reserve Hongkong.

Waterwitch, surveying-ship, 620 tons, 450 h.p., Lieut.-Comdr. Lyne, Wei-hai-wei.

Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 h.p., Lt.-Comdr. Mackenzie, D.S.O., Shanghai.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.

Woodcock, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Watson, Kluang.

Woodlark, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.

Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.

Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 h.p., Capt. S. N. Sybrandt, Swatow.

Kaiserin Elisabeth, Austrian cruiser, 8 guns, 4,400 tons, 9,000 h.p., Capt. Wiber, Singapore.

Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,500 tons, 9,900 h.p., Capt. P. Rossum, Swatow.

Leopold, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.

Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 h.p., Capt. V. Bless Ritter v. Sambuchi, Shanghai.

Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 h.p., Capt. Jansen, Taku.

Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.

Zenta, Austrian cruiser, 2,200 tons, Captain Runst, Singapore.

FOREIGN MEN-OF-WAR OF THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 4,000 tons twin screw, 96 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.

Admiral Nakhimoff, Russian armoured cruiser, 8 guns, 9,000 tons, 8,000 h.p., Capt. Vsevolodsky, at Tientsin.

Aleut, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elisksky, at Nagasaki.

Bobr, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.

Dimitri Donskoy, Russian armoured cruiser, 3,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.

Gallathea, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serbrennikoff, at Taku.

Grenadsky, Russian armoured cruiser, 1,492 tons, twin screw, 13 guns, 2,000 h.p., Capt. Mikhaishen, at Shanghai.

Korymb, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.

Mandouk, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.

Amiral Charner, 2nd-class cruiser, 4,700 tons, Capt. Bathme, at Taku.

Bengali, 2nd class and class cruiser, Lt. Comdr. De La Croix de Castries, at Nagasaki.

Bugard, 2nd-class cruiser, 4,000 tons, 19 guns, 9,000 h.p., Capt. Defevre, at Shanghai.

Chasseloup-Laufay, 2nd-class cruiser, 4,000 tons, 9,000 h.p., 18 guns, Capt. Espinay St. Luc, at Foonchow.

Comète, gunboat, 600 tons, Capt. Lotiel, at Canton.

Decidue, gunboat, 600 tons, Capt. Maréchal, at Taku.

D'Entrecasteaux, 1st class cruiser, 8,700 tons, 26 guns, 13,500 h.p., Capt. de Marolles, at Taku.

Desaix, 2nd class protected cruiser, 4,000 tons, 36 guns 691 h.p., Captain Sautin, at Shanghai.

Rive, Dispatch transport, Capt. Valée, at Saigon.

Navarin, Russian battleship, 14,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.

Nayadene, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

Odvayev, Russian armoured cruiser, 1,490 tons, twin screw, 13 guns, 2,000 h.p., Captain Copeland, at Shanghai.

Petrovskiy, Russian battleship, 12,000 tons, Capt. Grevaia, at Nagasaki.

Poltava, Russian battleship, 10,960 tons, 12,255 h.p., 16 guns, Capt. Orgeroff, at Nagasaki.

Rosita, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Dumojiroff, at Nagasaki.

Rozhansk, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komarov, at Singapore.

Rurik, Russian flag-ship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.

Sevastopol, Russian battleship, 10,900 tons, 12,600 h.p., 16 guns, Capt. Melesky, at Taku.

Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.

Sissol Viliy, Russian battleship, 10,900 tons, 14 guns, 8,500 h.p., Capt. Molias, at Taku.

Stovitch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.

Sveaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 10.7 knots.

Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.

Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.

Vladimir, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Kogula, at Taku.

Zabiska, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkroff, at Nagasaki.

(1st and 2nd class.)

Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Jantchich, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Kastka, Russian torpedo boat, 350 tons, Capt. Mouraviev, at Shanghai.

Kit, Russian torpedo boat, 350 tons, Captain Kivarsky, at Shanghai.

Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.

Novorossiisk, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.

Podorsnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sitich, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skal, Russian torpedo boat, 350 tons, Captain Smirnov, at Shanghai.

Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sootelna, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Sun, Russian torpedo boat, 400, Capt. A. Eichen, at Shanghai.

Sterlat, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sungvri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 12 knots.

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.

Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexieff.

† Flagship of Rear-Admiral F. V. Dubossioff.

† Flagship of Rear-Admiral Reconnoff.

THE GERMAN SQUADRON.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai.

* First Bismarck, German flag-ship, 11,000 tons, 36 guns, Capt. Graf Lotke, at Taku.

Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.

Geier, German cruiser, 1,600 tons, 8 guns, Capt. Bauer, at Shanghai.

*** Hansa, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Wootton.

Hela, German despatch-vessel, 2,000 tons, 12 guns, Capt. Rampold, at Wootton.

Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai.

Ilitz, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Sthamer, at Canton.

Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.

Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Foonchow.

Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Gülich, at Amoy.

** Kurfürst Friedrich Wilhelm, German battleship, 10,100 tons, 40 guns, Capt. von Holzendorff, at Wootton.

Luchs, German gunboat, 850 tons, 10 guns, Comdr. Dachshardt, at Shanghai.

Schwulke, German cruiser, 1,100 tons, 8 guns, Comdr. Boerner, at Hankow.

Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.

Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstadt, at Shanghai.

Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.

Werth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.

K. F. Wilhelm, German battleship, at Nagasaki.

No. 90, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.

No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai.

No. 92, German torpedo-boat, 320 tons, Capt. Lieut. Püllen, at Shanghai.

*** Flagship of His Excellency Vice-Admiral Bendemann.

*** Flagship of Rear-Admiral Geisler.

*** Flagship, Rear-Admiral Kirchhoff.

THE JAPANESE SQUADRON.

Asahi, 1st class, 15,200 tons, 15,000 h.p., 18 guns, Captain S. Misu, at Japan.

Yashima, 1st class, 12,460 tons, 38 guns, 14,000 h.p., at Kure.

Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Taku.

Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., at Yokosuka.

Coast Defence Ships.

Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Saseho.

Iwakushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Kure.

Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Yokosuka.

Kongo, 2nd class, 2,400 tons, 13 guns, 2,035 h.p., Capt. K. Inai, at Japan.

Hiei, 2nd class, 2,400 tons, 13 guns, 2,035 h.p., Capt. Hiroo Tonji, at Japan.

Itayama, 2nd class, 2,600 tons, 15 guns, 2,400 h.p., at Yokosuka.

Cruisers.

Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Saseho.

Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Kure.

Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p., at Kure.

Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Shanghai.

Naniwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.

Takachiho, protected cruiser, 1st class, 3,700 tons, 24 guns, 7,120 h.p., at Keelung.

Chiyoda, protected cruiser, 1st class, 2,450 tons, 27 guns, 5,500 h.p., at Kure.

Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Yokosuka.

Suma, protected cruiser, 1st class, 2,750 tons, Capt. Shimamura, 24 guns, 8,500 h.p., at Japan.

Idzumi, protected cruiser, 1st class, 3,500 tons, 20 guns, 6,080 h.p., Capt. Warita, at Japan.

Sat-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p., at Yokosuka.

Akikishima, protected cruiser, 1st class, at Manila.

Miyako, 2nd class, 1,800 tons, 34 guns, 5,000 h.p., at Taku.

Takao, 2nd class, 1,760 tons, 15 guns, 2,400 h.p., Capt. Matsuide, at Japan.

Yayama, 3rd class, 1,600 tons, K. Matsumoto, 10 guns, 5,630 h.p., at Japan.

Tsubuchi, 3rd class, 1,300 tons, Capt. S. Mutsu, 12 guns, 2,887 h.p., at Japan.

Osagi, cruiser, at Taku.

Sayanami, torpedo-boat destroyer, 305 tons, Capt. J. Takehouchi, at Japan.

Sloops and Corvettes.

Musashi, 1,490 tons, 10 guns, 1,600 h.p., at Yokosuka.

Katsuragi, 1,480 tons, 10 guns, 1,600 h.p., at Saseho.

Yamato, 1,480 tons, 10 guns, 1,600 h.p., at Chemojuku.

Tenryu, 1,550 tons, 10 guns, 1,165 h.p., at Fusan.

Kaimon, 1,360 tons, 10 guns, 1,125 h.p., at Saseho.

Anagi, 1,030 tons, 13 guns, 720 h.p., at Yokosuka.

Gun-boats.

Oshima, 640 tons, 10 guns, 1,200 h.p., at Saseho.

Akagi, 620 tons, 10 guns, 700 h.p., at Shanghai.

Atago, 620 tons, 10 guns, 700 h.p., at Taku.

Miya, 620 tons, 10 guns, 700 h.p., at Kure.

Chokai, 620 tons, 10 guns, 700 h.p., at Taku.

Soko, 572 tons, 4 guns, 400 h.p., at Saseho.

Izumi, 600 tons, 6 guns, 400 h.p., at Yokosuka.

Chino, 490 tons, 5 guns, 472 h.p.

Chino Hoku, 490 tons, 5 guns, 472 h.p.

Chino Fui, 500 tons, 9 guns, 455 h.p.

Chino Chu, 500 tons, 9 guns, 455 h.p.

Yakichio, gunboat, 4,000 tons, Capt. Yakis, at Japan.

Torpedo-boat.

Tatsuta, 875 tons, 6 guns, 5 torpedo tubes, 5,500 h.p., at Yokosuka.

Torpedo-boats.

Murakumo, 279 tons, at Ujina.

Shinonome, 279 tons, at Kure.

Yuguri, 279 tons, at Takeshiki.

Shiranushi, 279 tons, at Kobe.

Kidatsuch, torpedo-boat destroyer, 331 tons, Comdr. I. Ishida, at Yokosuka.

Kagero, torpedo-boat destroyer, 297 tons, Comdr. Iwamura, at Japan.

Kotaka, 190 tons, 6 torpedo-tubes, 1,400 h.p.

Shiranushi, torpedo-boat, 278 tons, Comdr. Kosoma, at Japan.

Akebono, torpedo-boat destroyer, 310 tons, Lieut. Comdr. H. Kawase, Japan.

Oboro, torpedo-catcher, 318 tons, Capt. Camada, at Japan.

14 boats (Creusot), 56 tons, 2 torpedo-tubes, 525 h.p.

7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525 h.p.

1 boat (Normand), 75 tons, 2 torpedo-tubes, 1,300 h.p.

2 boats (Schichau), 90 tons, 3 torpedo-tubes, 1,300 h.p.

4 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.

10 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.

Miscellaneous.

Tokawa, at Yokosuka.

Fuso, at Kure.

Naninu, at Yokosuka.

Rinjo, armoured cruiser, 2,530 tons, to guns, 800 h.p.

(used as gunnery training ship.)

Kanjiu, sailing-ship, 877 tons, 6 guns.

(used as training ship.)

Manjiu, sailing-ship, 877 tons, 6 guns.

(used as training ship.)

Trukuba, wooden screw steamer, 1,989 tons, 10 guns, 520 h.p., at Edajima.

(used as training ship.)

Asama, sailing corvette, 1,420 tons, 12 guns, at Yokosuka.

(used as a hulk.)

Jingi wooden saddle steamer, 1,465 tons, 2 small guns.

(used as torpedo training ship.)

RIVER STEAMERS, BOHOONERS, AND LORCHAS.

Fathar, British steamer, 1,425, Lossius, Hongkong, Canton, and Macao Steamboat Co.

Ho-nan, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.

Powan, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.

Hankow, British steamer, 2,253, C. V. Lloyd, Butterfield & Swire.

Hotong, Chinese steamer, 409 tons, Captain Chi Wo & Co.

Tai-on, British steamer, 728, J. Lawrence, Tai On Steamship Co.

Pak Kong, British steamer, Kwong Wan S.S. Co.

Kong Nam, British steamer, T. Austin, R.N.R., Chinese Owned.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

Lungshan, British steamer, 141, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.

City Whampoa, Chinese steamer, 40, Ah Yon.</